

Hongkong Daily Press.

ESTABLISHED 1857.

No 13,270 號十柒百貳千壹萬壹第 日陸拾月捌年六十二緒光 HONGKONG, WEDNESDAY, SEPTEMBER 19TH, 1900. 叁拜禮 號玖十月玖年百九千壹英港香. PRICE \$2½ PER MONTH

New Advertisements will be found on page 4.

WATSON'S VIN DE QUINQUINA.

Invaluable TONIC and RESTORATIVE especially adapted for convalescents from MALARIAL FEVERS and other CLIMATIC DISEASES.

A. S. WATSON & CO. LIMITED.

ESTABLISHED 1841.

CUTLER, PALMER AND CO.

WINE SHIPPERS SINCE 1815. Who have consigned their Brands to Hongkong, for over half a century. Apply to G. C. ANDERSON, Hongkong, 13, Praya Central.

NAPIER JOHNSTONE'S

SQUARE BOTTLE WHISKY

The sale of this good Scotch increases month by month. It is of Superb Quality and of CUTLER, PALMER & CO.'S SELECTION. Sole Agents for LANE, CRAWFORD & CO. Hongkong.

JOHN WALKER & SONS' FAMOUS KILMARNOCK WHISKY.

This World-renowned, Fine Old Highland Whiskies are shipped by CUTLER, PALMER & CO., and are obtainable in Hongkong of G. C. ANDERSON, No. 13, Praya Central. Hongkong, 29th July, 1897.

CUTLER, PALMER & CO.'S

PRICE \$10.75 PER DOZEN

NET

"SPECIAL BLEND" WHISKY

Blend of Selected Distillations of the Finest Scotch Whiskies.

Apply to SIEMSEN & CO. Hongkong.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE

WEEK DAYS.

7.30 a.m. to 8.30 a.m. Every quarter of an hour.
8.30 a.m. to 9.30 a.m. Every ten minutes.
9.30 a.m. to 10.45 a.m. Every quarter of an hour.
11.30 a.m. to 1.30 p.m. Every quarter of an hour.
1.30 p.m. to 2.30 p.m. Every quarter of an hour.
2.30 p.m. to 3.30 p.m. Every ten minutes.
3.30 p.m. to 4.45 p.m. Every quarter of an hour.
Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.15 p.m. every half hour.

SATURDAYS.

Extra Night cars at 11.30 and 11.45 p.m. SUNDAYS.
8.15 a.m. to 10.15 a.m. Every half hour.
10.30 a.m. to 11.00 a.m. Every ten minutes.
Noon to 2 p.m. Every quarter of an hour.
2.45 p.m. to 3 p.m. Every quarter of an hour.
Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.15 p.m. every half hour.

SPECIAL CARS by arrangement at the Company's Office, 38 & 40, Queen's Road Central. JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 1st May 1899.

VICTORIA

CYCLE EMPORIUM.

THE pleasure of cycling consists in having a first class Machine, and the above Establishment is always leading in this respect. We are Agents for the famous "NEW HOWE" and "MONOPOLE" CYCLES, and we also supply fitting of every description. Repairs executed with promptitude and skill. Enamelling a speciality.

MCKIBBY & CO., 43 & 45A, QUEEN'S ROAD EAST, Hongkong, 3rd November, 1899.

RUIBART PERE & FILS, REIMS

ESTABLISHED 1719.

CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality. Extra Dry (Green Seal).

LAUTS, WEGENER & CO. Sole Agents.

Hongkong, 17th May 1898.

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

\$5.00 per Cask of 75 lbs. net ex Factory.

\$3.00 per Bag of 25 lbs.

SHEWAN TOMES & CO. General Managers.

Hongkong, 2nd July, 1900.

MANILA CIGARS.

ALWAYS ON HAND THE BEST MARKS.

FROM "LA INSULAR" AND "LA PERLA DE ORIENTE" FACTORIES.

J. M. DE ZUNIGA,

No. 9, QUEEN'S ROAD CENTRAL.

Entrance: 108 HOUSE STREET (New Victoria Hotel).

THE NEW SUMMER DRINK.

COLD BOVRIL AND SODA WATER.

Dr. ANDREW WILSON, in the "Daily Express" of July 24th, has an interesting article on

"WHAT SHALL WE DRINK?"

in which he says—

"The great question of these tropical days is 'What Shall We Drink?' I think all medical men are agreed that the less alcohol we consume in hot weather the better for us. Even light beer will be preferable in this sense to ordinary ales, and stout is not to be thought of if we wish to keep moderately cool."

"For those who are engaged all day let me recommend a novel combination—I mean a little Bovril (cold of course), made in the ordinary way, and added soda water. I have found this drink sustaining and pleasant."

WATKINS, LIMITED,

AERATED WATER MANUFACTURERS.

BISMARCK & CO.,

87 & 88A, PRAYA CENTRAL.

NAVY CONTRACTORS, SHIP CHANDLERS, PROVISION and COAL MERCHANTS, Hongkong and Port Arthur. CONTRACTORS for the GERMAN and FRENCH NAVY in Hongkong, RUSSIAN NAVY, CHINESE EASTERN RAILWAY CO., RUSSIAN GOVERNMENT DEPARTMENTS at Port Arthur.

BOL'S GENEVA GIN

IN STONE BOTTLES.

THE BEST GIN FOR MAKING COCKTAILS—TRY IT.

CALDBECK, MACGREGOR & CO.,

WINE & SPIRIT MERCHANTS,

SOLE AGENTS.

15, QUEEN'S ROAD,

Hongkong, 17th September, 1900.

COTTAM & CO.,

HONGKONG HOTEL,

OVERLAND TRUNKS, LEATHER KIT BAGS, SUMMER UNDERWEAR (in SILK or INDIA GAUZE),

AND

WHITE CANVAS BOOTS and SHOES, &c., &c.

LANE, CRAWFORD & CO.

FOLDING CANVAS CAMP BEDSTEADS.

OPEN MEASURES. 6 feet 2 inches by 2 feet 3 inches.

CLOSED 3 feet 1 inch by 6 inches by 5 inches.

THE MOST PORTABLE CAMP BEDSTEAD EVER MADE.

FURNISHING DEPARTMENT.

LANE, CRAWFORD & CO.

PHOTOGRAPHIC

PLATES, PAPERS AND CHEMICALS.

EASTMAN'S KODAK'S FILMS AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.

A. CHEE & CO.,

17A, QUEEN'S ROAD, HONGKONG.

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned—

SUPERB OLD COGNAC,

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

THE ELITE OF WHISKY—

THE "PALL MALL,"

\$20 PER DOZ.

14 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS. THEY ARE UNEQUALLED AT THE PRICE.

AGENTS—SIEMSEN & CO., HONGKONG.

C. P. & Co.'s INVALIDS' PORT,

\$20 PER DOZ.

This fine Wine is old, soft, and of grand flavour. See analysis and certificate by Professor Cassall.

DOURO PORT,

\$14.25 PER DOZ.

A fine, full, and fruity wine.

AMOROSO SHERRY,

\$20 PER DOZ.

LA TORRE SHERRY,

\$16.75 PER DOZ.

A natural and most pleasant wine to the taste.

BENEDICTINE LIQUEUR—

D.O.M.,

\$39.75 PER DOZ.

EVERYBODY SHOULD TRY THESE ITEMS. THEY ARE UNEQUALLED AT THE PRICE.

AGENTS—SIEMSEN & CO., HONGKONG.

ROBINSON PIANO CO., LD.

SOLE AGENTS FOR THE SPECIALLY PREPARED MODELS

OF ALL THE FAMOUS MAKERS.

AMERICAN, ENGLISH AND GERMAN.

EVERY PIANO SOLD BY US IS FULLY GUARANTEED BOTH

BY THE MAKERS AND OURSELVES.

ROBINSON PIANO CO., LD.

THE VICTORIA DISPENSARY,

HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

LEMONADE.

SARSAPARILLA.

TONIC WATER.

SODA WATER.

GINGER ALE.

RASPBERRYADE.

LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers.

UNITED ASBESTOS ORIENTAL AGENCY (LIMITED).

SOLE AGENTS IN

HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE UNITED ASBESTOS COMPANY, LTD., LONDON.

CONTRACTORS TO H. M. GOVERNMENT. MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS &c. "GLADIATOR" Packing for High Pressures. Recognized by leading Engineers to be the best combination of Metal and ASBESTOS ever introduced. Reduces friction to a minimum or Piston and Valve Rods, and is absolutely imperishable. "GLADIATOR" and "VICTOR METALLIC" BOILER JOINTS as SUPPLIED TO H. M. and other FOREIGN NAVIES.

ASBESTOS "SALAMANDER" Non-conducting Boiler Covering Composition used extensively by the British and American Navies. ASBESTOS FIREPROOF COLOUR and FURNEL PAINT. "SALAMANDER" Lubricating and Cylinder Oils of the Best Quality. "CURVEDALE METAL" Anti-friction Plastic Metal, recognized by engineering experts to be the best Metal in the Market.

ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK. Chief Superintendent ... THOMAS SKINNER. Superintendent ... ARCHIBALD RITCHIE.

DODWELL & CO., LIMITED, General Managers.

LIGHT TABLE WINES.

	1 Doz. QUARTS.	2 Doz. PINTS.
MEDOC	\$4.50	\$5.00
CALIFORNIA CLARET	4.50	5.00
CALIFORNIA ZINFANDEL	5.00	5.50
ST. JULIEN	6.50	7.50
CALIFORNIA HOCK	6.00	7.00
CALIFORNIA RIESLING	6.00	7.00

H. PRICE & CO.,

WINE AND SPIRIT MERCHANTS,

12, QUEEN'S ROAD.

KELLY & WALSH, LD.

BOOKS BY THE LAST MAIL.

CHINA PROBLEM, by A. R. Colquhoun, \$1.25

All the World's Fighting Ships, 1900, by P. P. Jaffe, 7.00

Sir Herbert Maxwell's Life of Wellington, Chamber Edition, 2 vols., \$3.00

China in Transformation, by A. R. Colquhoun, Maps, Plans, &c., 9.50

A Prince of Swindlers, by Guy Boothby, 1.50

The Goddess: A Demon, by E. Marsh, 1.50

Hints to Stamp Collectors, 70

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Stable Management and Exercises, by Captain M. Horace Hayes, 7.50

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RECENT PUBLICATIONS.

Scientific Foundations of Analytical Chemistry, by W. Ostwald, Translated by Geo. M. Gwynne, 3.50

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Phillips' Commercial Map of the Far East, showing Trans-Siberian Railway and European Connections, 80

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The International Geography, by Seventy Authors, 488 Illustrations, 9.00

Illustrated Book of Pastimes Games, by Prof. Hoffmann, 1.75

List of Higher Metropolitan and Provincial Authorities of China, connected to March '99, by C. W. Campbell, 2.50

The Triad Society, by W. Stanton, with Facsimile Illustrations of Signs and Insignia, 3.50

Brassey's Naval Annual, 1900, 10.00

The Statesman's Year Book, 6.50

The "Overland" to China, by A. E. Colquhoun, Maps and Illustrations, 9.50

SANDOW'S OWN COMBINED DEVELOPERS.

LESSONS IN FRENCH.

NEW and easy method of learning French in a few months, mainly by conversation, by a Frenchman. Terms very moderate. Please address—

Care of Office of this Paper.

Hongkong, 15th September, 1900.

GERMAN SCHOOL.

THE WINTER TERM will COMMENCE on MONDAY, 1st October, a.c.

Parents desirous that their Children should join will please communicate with the undersigned.

English will be taught by a competent English Lady Teacher.

Head Master: Pastor TH. KRIELE.

School Room: Union Church Hall.

PAUL BREWITT, Hon. Secretary.

Hongkong, 17th September, 1900.

MUSIC LESSONS.

MR. L. A. GRACA receives Pupils for Lessons in Violin, Mandolin and Portuguese Guitarra.

For terms, &c., apply to—

ROBINSON PIANO CO.

or

LANE, CRAWFORD & CO.

Hongkong, 7th September, 1900.

PORTLAND CEMENT

J. B. WHITE & BROS

SOLE AGENTS FOR CHINA, HOLLIDAY, WISE & CO.

Hongkong, 16th September, 1899.

NOTICE OF REMOVAL.

THE Office of the

HONGKONG DAILY PRESS,

CHUNG NGOI SAN PO,

CHRONICLE & DIRECTORY,

have this day been Removed to

9, PRAYA CENTRAL.

Entrances East Lane, recently Messrs. Wendi & Co.'s Office, behind Messrs. Shawan.

Tomes & Co.'s premises.

Hongkong 1st May, 1900.

HOTELS

NOTICE.

TRAVELLERS are invited to visit the

WINDSOR GARDEN and RESTAURANT

just established next to Happy Retreat, near the Race Course. It can be overlooked from the Bowen Road Bridge.

Hongkong, 1st September, 1900.

RAFFLES HOTEL, SINGAPORE.

SITUATION UNSURPASSED.

THE Finest Hotel in the East. Rooms en suite. Every Room with Private Bathroom attached. Cuisine under two French Chefs.

CURRIES A SPECIALITY.

Every Home Comfort.

Electric Bells throughout the Hotel.

Electric Lights.

Electric Fans.

Terms Moderate.

SARKIES BROTHERS, Proprietors.

Hongkong, 16th August, 1900.

Arrivals, Departures and other Shipping Intelligence will be found on pages 5, 6 and 7.

HOTELS.

HONGKONG HOTEL

A First Class Hotel in every respect.

Elegantly Furnished Reading, Music, and Smoking Rooms.

Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout.

Wines and Groceries imported specially from Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by Machinery.

Bedroom Accommodation—132 rooms.

Fire Extinguishing Mains on every floor.

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INTIMATIONS.

BROWN, JONES & CO.
MONUMENTAL SCULPTORS.AMERICAN MARBLE.
ITALIAN MARBLE.
HONGKONG GRANITE.
Designs and Prices on application.
Office, 17A QUEEN'S RD. CENTRAL, 1st Floor.A. S. WATSON & CO.,
LIMITED.

OUR

AERATED WATER
FACTORYHas been recently greatly enlarged and
"fitted with the best English Machinery,
embodying the latest improvements in the
trade.THE PUREST INGREDIENTS only
are used, and the utmost care and cleanliness
exercised in the manufacture throughout.THE WATER USED is specially filtered
and proved by repeated analyses to be
absolutely pure.FOR COAST PORTS Waters are packed
and placed on board ship at Hongkong
prices, and the full amount allowed for
Packages and Empties when received back
in good order.Orders through Local Post or by Telegram
receive prompt attention.Counterfoil Order Books supplied on
application.

Registered Telegraphic Address:

"DISPENSARY, HONGKONG."

A. S. WATSON & CO., LIMITED,
AERATED WATER MANUFACTURERS.

ESTABLISHED A.D. 1841.

DEATH.

At the General Hospital, Singapore, at about 6
p.m., on the 11th inst., EDWARD EUGENE GARY,
aged 10 years, eldest son of John Eugene Gary.

The Daily Press.

HONGKONG OFFICE: 9, PRINCE CENTRAL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, September 19th, 1900

ALREADY it would seem that steps are
being taken by the various countries in-
terested in China which are preparatory to
the settlement of the present crisis. Russia,
carrying out her own policy, and content
with the "annexation" of the right bank of
the Amur, about which the St. Petersburg
papers are jubilant, has withdrawn five
thousand men from Peking. Germany is
placing four million treasury bonds in
America at four per cent. to pay for the ex-
penses of her expedition to China, and Japan
is also attempting an American loan. The
Vatican, apparently, has figured out the bill
which China will have to pay her for the
losses, in life and property, of Roman
Catholic missionaries in China. The United
States threaten to open independent negotia-
tions with the Empress Dowager or with
whom else it is not stated.

In the meantime the position is not very
different from what it was a month ago,
when Peking fell into the hands of the Allies.
The first act in the punishment of the Chi-
nese Government for the outrages committed
against the Powers was then finished. There
has been a long wait, and troops have been
hastening north, but no further active steps
have been taken. Over the proposed puni-
tive expedition to Paoingfu certain myster-
ious intrigues appear to have been in pro-
gress. We have been told that it has been
stopped by rain, that the Americans have
protested against it as a dangerous extension
of the sphere of operations, that it has actu-
ally started, that it has been postponed.
While the expedition has been talked about
the opposition to it at Paoingfu has been
consolidating, and now it seems that the task
of advancing on the place will be fraught
with danger and possibly with heavy loss.
Once more a lesson has been afforded of the
folly of meeting the Chinese with their own

policy of procrastination. The best, or
rather the only good, outcome of recent
inaction in the north is that it is enabling
Britain and Germany, the two Powers who
have committed themselves by official utter-
ances to a certain firmness of attitude to-
ward the Chinese Government, to alter the
balance of military strength in Chihli,
which up to now has been so much
against them. In saying this we must not
be taken to assume any precise identity of
aim for the Germans and British; but it is
an undoubted fact that, while the other
Powers could, if not with grace, at least with
less disgrace, acquiesce in a general patch-
ing up of affairs on the mere basis of
pecuniary indemnification and guarantee for
future good conduct, fortunately in our
case and in that of Germany the Govern-
ments are bound by their own words to see
that a stable settlement is brought about,
and in both countries public opinion is
behind the Government on the point. It
may certainly be argued that our Govern-
ment, at least, has often before spoken
firmly and then been put off with worthless
Chinese assurances, but never before was the
whole of our Empire subjected to so salutary
a shock (we speak from a purely utilitarian
point of view) as when it waited with anxiety
for the scantiest news of the besieged Le-
gations at Peking. If only the Powers
really interested in the re-establishment of
China as an Empire on a secure foundation
can dismiss from their minds the unworthy
suspicions which they may have of one
another, there will at last be hopes that the
only statesmanlike policy in this terribly
difficult question may carry the day against
the selfish intrigues of the partitionists.
We reproduced in full on Monday the ex-
ceedingly able letter which appeared in the
Times of the 13th ult. over the signature
"X." The writer advanced at some length
the main outlines of the policy by which the
Powers might hope to build up a new and
better China. Briefly summarised they are
as follows:—

(1) A pecuniary indemnity, must
of course be exacted for property destroyed,
and this will be heavy. But pecuniary in-
demnities for murder only creates the belief
that foreigners may be killed at the cost of
a few thousand taels, while it also embitters
the feeling towards missionaries, etc., be-
cause the money is raised by local taxation.
Territorial indemnity is still worse, for it
creates the belief that missionaries are but
pawns in the game of politics. Moreover,
a huge indemnity will simply reduce China
to beggary and lead to a general insurrection.

(2) The real culprits being the officials,
who would escape, as they always have done,
if an indemnity alone were exacted, they
should be punished without delay—by the
death penalty in the case of the most promi-
nent, whose guilt is already known. This
is not mere retribution, but will make the
official class realise in fact its responsibility
for government.

(3) It follows from this that the present
government clique must be done away
with. Prince Tuan's guilt is proved beyond
a doubt, and the Empress Dowager is either
responsible for the Boxer movement or is the
tool of those who are; in either case she is
unfit to rule.

(4) The restoration of Kwang Hsu is
called for by the genuine loyalty of the mass
of the people to him. There is no lack of
tried officials of liberal sentiments to help
him in the task of establishing a reformed
Government in a less precipitate manner
than he attempted the task before.

(5) The Reform Party calls for the
sympathetic assistance of the Powers. It
must not be taken for granted that the Re-
formers are necessarily pro-foreign. They
are in the first place nationalists and favour
the introduction of Western sciences as a
means to make China a strong and pro-
gressive nation. But they alone can pre-
vent a recurrence of the present crisis in the
Empire.

(6) The Powers themselves must reform
their policy toward China. They have de-
prived her of every harbour worth having
and practically marked her out for ultimate
partition. Their missionaries cannot be ac-
quitted of the charge of unduly interfering
on behalf of their converts, disregarding the
fact that a Chinaman remains a Chinaman,
though he may be a convert. Unless this
policy is abandoned, China has no chance
of progress.

It will be observed that in the above pro-
gramme the question of raising the money
for the indemnity for destruction of foreign
property is not discussed. As a matter of
fact, the general reform of the Government,
carrying with it thorough financial reform,
supplies the solution of this question, as we
have had occasion to point out before. The
difficulty mainly lies in getting the proper
guarantees for the immediate future. The
boundless unexploited wealth of China will
ultimately answer all possible calls. The
principle of free trade in the Empire has
already been established in theory by the
so-called Inland Waters Concession. It
remains to put the concession into practice
and to extend it generally for the reformed
Government to have at its disposal money

for all demands, provided (and this will
of course be an essential part of the restora-
tion of China) that the corrupt mandarinate
is entirely cleared away and the revenues are
longer go for the most part into their
purses. It is not of course pretended that
in practice all will be straightforward, or
that the details will not need the utmost
attention. But it can be claimed with justice
that if the Powers, or at least those among
them that are honest in their intentions
toward China, take up a firm position and
resolve to utilise the best elements in the
Empire itself to bring about a lasting gov-
ernment of this long mislaid country, there
is a feasible line of policy open to them which
they can adopt with credit to themselves
and to the salvation of China.

No plague cases or deaths were reported
during the 24 hours preceding noon yesterday.

Apart from plague only one case of com-
municable disease was reported in the Colony
last week, viz., a case of enteric fever on the
French gunboat *Argus* in the Harbour. Of the
5 plague cases, 3 were in Victoria and 2 outside.

The Telegraph Companies yesterday
informed us that a cable has been laid
and is now working between Shanghai and
Chefoo. Hongkong is therefore in direct cable
communication with Chefoo, Taku, Weihai-
wei and Port Arthur.

Notification is given in an Express from the
Colonial Secretary's office to the effect that the
Peak water supply will be cut off from 12 noon
to 6 p.m. daily until further notice. This is
owing, it is understood, to a temporary break-
down of the pumping machinery.

The crusade against neglecters of lime-wash-
ing still continues, the owners of 31 houses
being fined \$10 per house yesterday for neglect-
ing to attend to the lime-washing, and seven
others were fined \$5 for not giving notice. All
the houses were in the eastern district.

Two women from Canton appeared before
Mr. Hazland yesterday charged with bringing
five girls into the colony for the purpose of
prostitution. The women brought the girls
from Canton, intending to take them to Singa-
pore. On the application of Mr. Lee, the case
was adjourned for a week, bail being fixed at
\$200 each.

We learn that all the saloon-passengers who
had booked their passages from Europe by the
Norddeutscher Lloyd's mail steamer *Sachsen* and
who had unavoidably to give up their places to
Count von Walderssee and staff, not only had
their money refunded, but also were offered free
passages by the next steamer, the *Oldenburg*,
which follows the *Sachsen* after a fortnight's
interval.

At the Victoria Gaol yesterday the sentence
of death passed upon Tang Lin and Lo Tam at
the Supreme Court last month for the murder
of an old man named Cheung Lau, in Kowloon
Bay, on the 21st of June, was carried out.
Lator on in the day the inquest on the bodies
was held, at which Dr. Thompson deposed to
death having been instantaneous. In his opin-
ion Tang Lin died of strangulation, and Lo
Tam from the shock due to dislocation. It
will be remembered that the prisoners were in a
sampler in Kowloon Bay when they set upon
the occupants, and injured an old man who
owned the boat so severely that he died.

A kidnapping case of a most extraordinary
character came before Mr. Hazland yesterday.
It seems that on the 13th inst. a woman named
Chan Yee called upon a woman in Jubilee
Street whom she had known some six years ago.
This was at about half-past 12. The women
talked about different things and in the course
of the conversation the visitor said she would
buy the other woman's little boy a pair of
wooden clogs. The mother, not to be outdone
in generosity, said she would buy her some
fruit in return, but this the visitor said she
would not think of accepting. The visitor
got up to leave at about a quarter to one,
it having been arranged that the mother's niece
should go with her for the clogs. As they were
leaving the house the visitor took hold of the
boy's hand, saying that he could come too, and
led him away. When she reached the Praya
she said to the girl, "Oh, go back and get a
basket for the fruit." The girl went back for
the basket, but as soon as the mother heard her
errand she suspected that something was wrong,
and she and another woman at once left the
house with the intention of bringing the boy
back. Both the boy and the woman, however,
were nowhere to be seen. She had given a
certain boarding house as her address, but it
was found that she was not known there at all.
The police were then informed and enquiries
were set on foot. Chinese Detective-sergeants
293 and 234 ultimately succeeded in tracing the
missing woman to the servants' quarters of the
Hospital Sisters on Monday morning. She denied
all knowledge of the child, saying that she left him
in the street, and one of the men-servants order-
ed the detectives away. On producing a note
with which they had been provided by Chief
Detective Inspector Hanson, however, they were
permitted to search the premises, but without
result. Detective-sergeant 292 then went into
the yard and on looking up towards the ser-
vants' quarters saw a child standing on tip-toes
and looking through a window. He immedi-
ately rushed upstairs again, and got hold of the
little fellow, who was identified by a woman he
had taken with him for the purpose as the
missing child. A further search of the pre-
mises proved that the man-servant who had been
so easy when the detectives first made their
appearance and the woman who had taken the
boy away were in league. They were accord-
ingly both taken before Mr. Hazland yesterday
and each sentenced to six months' hard labour.

London, telegram of the 28th ult. says that
in response to letters from the German press
the French press favours the international
control of the finances of China, and not their
direct administration by the Powers.

The following has been sent the rounds of
the Indian Post Office: "Owing to sudden
eruption of Short's Island endangering struc-
ture of lighthouses, this light will not be ex-
hibited on and after 31st August."

The Directors of the Penang Hills Railway
Company have invited Mr. Allan Wilson, who
is now in Burma, to become their Consulting
Engineer, and they contemplate that the con-
tractor will supply his own engine.

A special census taken to determine the
population of the city of New York and the
municipalities surrounding it, which are now
municipally amalgamated as "Greater New
York," shows that the total inhabitants number
3,437,202.

Admiral Fisher and the officers of the British
Mediterranean Squadron have been partici-
pating officially in the Sultan of Turkey's Jubilee
at Constantinople. The whole of the Squadron,
which is at Lemnos, has been illuminated in
honour of the occasion.

The cruiser *Archer*, for some time guardship
at Singapore, has had \$17,000 expended on her.
She is now to be commissioned from the Mod-
way Fleet Reserve for the Australian Station.
There she will replace her sister-ship, the
Mohawk, now in Chinese waters.

Several reefs with payable gold have been dis-
covered in Burma. One of them is the Chok-
pasat reef, in the Wundwin District, which has
several associated veins besides a second reef
half a mile to the north, and two veins of 900
yards to the north-east. Part of it is already
being worked, the vein stone giving in all 14
dwts. of gold to the ton. The second is a reef
about 14 miles north of Bauman. It consists
of quartz 9 in. thick and where tested contains
9 dwts. of gold per ton of soil, also about 2 per
cent. of copper.

The shooting affray which occurred in
Kentucky in February last, by which ex-Senator
Goebel, of Kentucky, was shot dead in a crowd
in Frankfort, the capital of the State, has been
investigated by the courts, and has had a sen-
sational ending. A dispute arose over the elec-
tion of Governor of the State, and Goebel, who
had been declared elected by the courts after a
legal contest with the present Governor, W. S.
Taylor, was shot from out of a crowd by an un-
known man. On a charge of being an accessory
before the fact of Goebel's murder, Caleb
Powers, who was appointed Governor Taylor's
Secretary of State, has now been sentenced to
imprisonment for life.

Capital punishment was abolished in Italy in
1888, and the Italians are sorry now. Murders
have steadily increased in number since that
period, and they are committed on slighter pro-
vocation. Just now, on account of Bresci, the
regicide, the populace is infuriated because capi-
tal punishment is not possible. Yet Bresci's
punishment will not be altogether light. The
most severe punishment that he can get is seven
years' solitary confinement, during which he
sees no human face, hears no human voice, and
no sound from the outside world penetrates his
cell. Two years of this treatment, turned
Luciani, the assassin of the Austrian Emperor,
into a desperate maniac, who beat his head
against the wall of his padded cell in the vain
hope of ending his agony, and the perpetual
silence and solitude, in death.

The recent heavy purchases of Welsh coal by
the French and other Continental Governments
has caused many responsible persons to urge
upon the British Government the desirability
of purchasing some of the principal coalfields
of the country, and placing the present avail-
able stocks under Government control. Whether
the coal supplies of England are sufficient to
last for 100 or 500 years at the present rate of
consumption, it is certain that the fields which
contain the finest coal are strictly limited, and
home paper, and that great and growing
demands are being made upon them. Whatever
the exact meaning of the statement that "the
Admiralty is understood to be negotiating for
the purchase of floating cargoes of coal to re-
plenish the depots abroad," it is clear that the
whole question of coal supply for the navies of
the world urgently demands a thorough in-
vestigation. While we strain every nerve to
make our navy stronger than those of possible
rivals, we are loath to double the value of
their fleets by the unrestricted purchase of the
most important munitions of war.

Russian newspapers deal with recent events
in China in a very instructive way, which leaves
no doubt as to their expectation of their coun-
try's policy in the matter. The *Novoye Vremya*
rejoices at the fact that the Russians have
played a principal part all through, from the
storming of the Taku forts and the rescue of
Admiral Seymour's detachment to the leading
of the march on Peking. The same journal
points out Russia's superior position, as com-
pared with that of the other Powers, in regard
to the negotiations which must now follow for
compensation and guarantees for future securi-
ty. Russia, as China's next-door neighbour,
can hide her own good time, being able at any
moment, whenever she chooses, to bring resist-
less pressure to bear on Peking, whereas the
transmaritime Powers cannot afford to wait.
The *Novoye Vremya* dwells on the importance of
Russia's annexation of the right bank of the
Amur and the recognised difference between
the international operations against Peking
and the exclusively Russian campaign in Man-
churia, where the Chinese actually declared war
and attacked the Russian frontier.

In the Straits inter-team golf trophy com-
petition Selangor has beaten Singapore.

The transport *Uganda* has proceeded to Aus-
tralia to ship 500 horses for General Gascoigne's
troops.

The Singapore Legislative Council on the
11th inst. decided to have an experimental ward
for beri-beri cases at the Tan Tock Seng
Hospital.

The famine prospects in India are improving,
and the last statistics from Simla give the num-
bers under relief as 4,909,019. This is a
decrease of about half a million within a month.

The death is reported on the 10th inst. at
the Bishop's House, Victoria St., Singapore, of
Bishop Meier, coadjutor to the Archbishop of
Madras, whose serious illness we recorded the
other day.

The celebrated boxer Bob Fitzsimmons, after
his defeat of Sharkey in two rounds at Coney
Island, New York, on the 24th ult., challenged
Jeffries for the championship. A London tele-
gram of the 29th ult. says: "Jeffries has re-
fused to meet Fitzsimmons on August 31.
Fitzsimmons retires from the ring."

On August 13th the North German Lloyd
steamer *Kaiser Wilhelm der Grosse*, arrived at
Southampton, beating all the steamers she met
on the Atlantic passage. Here are some of her
day's runs:—500, 524, 532, 533, 541, and 22
knots to Cherbourg. The total run from Sandy-
Hook to Cherbourg was 3,184 knots; the length
of the passage, 5 days 10 hours 44 minutes; and
the average speed 22.83 knots.

The death is announced of the Hon. Mr. John
Macgregor, of Messrs Macgregor & Company,
timber-merchants, of Burma and the Straits.
The deceased gentleman was well known
throughout the Far East, having been a con-
stant trader for over a quarter of a century in
China, Japan, and the timber-producing dis-
tricts of Burma and Siam. He was a member
of the Provincial Legislative Council, and a
reliable authority on Municipal matters gener-
ally.

It is announced in a London telegram of the
25th ult. that the British Admiralty has streng-
thened the Channel Squadron. The Admiralty
is forming reserve squadrons for home defence,
thus enabling the Channel Squadron to cruise
between Great Britain and Gibraltar, ready to
sustain the Mediterranean or home squadrons.
Another telegram of the same date reports that
the French Government has stationed a number
of cruisers at Calais.

Referring to the wreck of the *Futami Maru*,
the *Sydney Morning Herald* of August 28th
says: "What in shipping circles has chiefly
been pointed out is that in the S.W. monsoons
prevailing the *Futami Maru* could not have
struck the point upon which she was wrecked
unless she was set in there by the cur-
rent or driven in by a typhoon, and a very
warm admiration is expressed for the seamanship
which must have been displayed by Cap-
tain Thoms in landing the whole of the lives in
his care in safety. It is rarely that a passenger
vessel of her size is wrecked without loss of life."

The special mining reporter of the
Sydney Morning Herald thus refers to the
Mount M'Donald field in New South Wales:—
The future of this well-known mining camp
depends very much upon the success of the
Milhorn Copper Corporation. A Hongkong
company is operating upon a mine called the
Europa and Queen. Their show looks very
well at present, and although they are not
making a great deal of profit, still they are
on a gold chute of good length, which is
giving them a return of something more than
their expenditures. The Europa mine has been
worked for a considerable time, and the com-
pany have extensively opened up the property
to a total depth of 356ft., beyond which they
are continuing sinking to an intended depth of
500ft. From the main shaft at different levels
down to the 300ft. drives have been put in both
north and south, and the reef, which in most
places is large, has furnished good yields from
several gold chutes in the mine. There are long
blanks, however, and it is a question of watching
the progress for the break in barren places. At
present the company are raising ore of a pay-
able grade from over an intermediate level at a
depth of 240ft. south of the main shaft. Ore
is also being raised from the 184-ft. level, south
end of the mine. The chute is a good one,
and as the ground is soft, to surface there is
quite a pile of slope to take out. The frequent
occurrence of breaks and cross-courses render
it a difficult job to mine with certainty. At
the 300ft. from the surface a main drive has been
extended along an immense reef body for 860ft.
Opposite the gold chute of the upper levels the
roof at this depth has been discovered to be just
roof of a shade too poor to mill with a profit.
A shade too poor to mill with a profit. In-
dications of the drive shows favourable indica-
tions for a change of better grade material.
Water is coming in and there is an iron tinge
in the reef, good indicators in this country for
the existence of better ore. Only those who
have visited this district can grasp with what
indomitable pluck the Hongkongites have
struck to these mines and furnished them with
hard dollars to probe them in search of golden
treasures. These mines are held largely by
Europeans, mostly Germans, residing in China.
As a health resort Mount M'Donald has a great
many favourable points, but in latter days its
mining record has not by a long way come up
to expectations. Last year it furnished
\$20,775 worth of gold, a small portion of which
was won from alluvial deposits from the Upper
Lachlan river and its vicinity.

TELEGRAMS

DAILY PRESS SERVICE

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENTS]

London, 17th September, 8.20 p.m.

THE PEKING OCCUPATION
QUESTION.

The *Times* St. Petersburg correspondent
says that the probable solution of the pre-
sent difficulty about Peking will be that a
portion of the Allies will remain, while the
Russians, French, and Americans will with-
draw to Tientsin and Taku.

JAPAN RAISING A LOAN.

It is stated that Japan is negotiating for
a loan of twenty million dollars at New
York.

THE WAR IN SOUTH
AFRICA.

London, 17th September, 8.20 p.m.

BRITISH SUCCESSES.

Lord Roberts reports victories won by
Generals MacDonnell and Paget. An im-
portant capture of cattle has been made.

GENERAL NEWS.

London, 17th September, 8.20 p.m.

TWO GERMAN PRINCES DEAD.

Prince Henry of Hesse has died at Munich.
Prince Albert of Saxony has been killed
in a carriage accident.

THE DISASTER IN TEXAS.

The latest estimates of the Galveston
fatality give 8,000 killed, 3,000 injured, and
10,000 rendered homeless.

REUTER'S SERVICE.

London, 10th September.

ITALY AND CHINA.

It is stated that the Yulcan has decided to
claim, through France, Frs. 60,000,000 from
China.

THE SOUTH AFRICAN WAR.

General French has occupied Barberton. Mr.
Steyn has retired to Neetsepospruit.
Contingents representing the Colonial troops
will accompany the first troops home and be the
guests of the nation. The Queen will probably
inspect and present them with colours.
The Portuguese Government has telegraphed
authorising the departure of Mr. Kruger from
Delagoa Bay on the condition that the Govern-
ment of Mozambique assures himself that he pro-
ceeds to Europe. In the meanwhile he will
be protected.

GERMAN WAR FINANCE.

Germany is placing 24,000,000 treasury bond
in America at 4 per cent to cover expenses in
China.

THE CRISIS IN CHINA.

LOCAL MOVEMENTS.

On Monday night the British transport
Sunatra left for Taku. She was followed
yesterday by the German transport *Strasbourg*
and the French transport *Madagascar*.
The German cruisers *Helga* and *Russard*
left yesterday, the former for Shanghai and
the latter for Amoy.

ARRIVAL OF COUNT VON
WALDERSSEE.

Among the arrivals by the German mail
steamer the *Bachue*, yesterday morning, were
Count von Walderssee and staff. The Count
was accorded the salute due to his rank and was
called upon by Captain the Hon. H. W.
Trotter, A.D.C. to H. B. Major-General
Gascoigne, C.M.G. The Count landed at
Murray Pier at one o'clock, being received by a
guard of honour composed of men returning
to the Royal Welsh Fusiliers. The Count
called at Government and Headquarters houses,
and in the evening resumed his voyage.

MISCELLANEOUS.

Several light draught vessels for river service
in China have left London for Chinese waters.
They have an average mean draught of 10 feet.
Captain E. C. Pottinger, R.N., is to be
sent sailing with the 11th Field Battery at
Colchester, has been ordered to embark at once
for special service in China, where he was pre-
viously specially employed.
The Siberian *Vladivostok* states that among
measures being taken to increase the trans-
port powers of the Siberian Railway. Some
hundreds of additional engine-drivers, stock-
guards, &c., are being engaged. It is hoped to
increase the number of trains starting from
each terminus during the 24 hours from three
to six, or even seven.

The *France Maritime* states that owing to the
French having relinquished the Possession to
the Japanese some little time back their nearest
naval station at Taku is now nearly 2,000 miles
away at Tonkin. The French journal sug-
gests that no time should be lost in securing the

small islands of Misaki, in the Gulf of Pechili, about 37 miles from Port Arthur; and that, although the Germans may consider them as coming within their sphere of influence, a little diplomacy would probably overcome that difficulty, as the Russians also have some claim on the islands.

In addition to the ships belonging to the Russian Volunteer Fleet, the various Russian companies, and the military transports, the Russian war department is engaging English and other foreign vessels, including the ships of the Danish East Asiatic Company and of the Veloxe Navigations Italianas, for the transport of troops to the Far East. The Danish liner *Moreo*, of 3,000 tons, left on August 12 with 1,000 men and was material, and will be followed by her sister ship, the *Siam*. The Italian company's ships, which are expected shortly in Odessa, are the *Città di Milano* and *Nordamerica*. It is intended to send out also as transports two training ships belonging to the Black Sea fleet, the *Pruth* and *Uniepy*. During July about 34,000 men embarked at Odessa. From the beginning of August to the end of December, it is intended to send out 125,000 men, or an average of 25,000 each month. The ships are instructed to steam at full speed, the time allowed for the voyage out being 37 days. Troops intended for operations in Northern Manchuria will land at Vladivostok, and those for the province of Chihli at Port Arthur. In addition to the troops sent by sea, three to six train-loads are sent daily overland. According to the *Siberian Zvezda* (Siberian Life) 2500,000 has been assigned for the improvement of the western, central, and trans-Baikal parts of the Siberian Railway, so that seven trains will be able to pass daily each way. The permanent way will be strengthened, and the temporary wooden bridges replaced by more substantial structures.

SUPREME COURT.

September, 18th.

CRIMINAL SESSIONS.

BEFORE HIS HONOUR SIR JOHN CARRINGTON, C.M.G. (CHIEF JUSTICE).

FORGING DOCUMENTS FOR THE PURPOSE OF PROCURING MONEY.

There were five counts in the indictment against Ng Chik Yat, alias Ng Kow, alias Antonio Aguirre, viz. (1) forgery (2) uttering counterfeit writing, (3) forgery transfer of shares, (4) offering, uttering, disposing of and putting off a forged document of shares, (5) causing to be delivered and paid, certain money upon forged instruments with intent to defraud. He pleaded guilty.

The Attorney-General (the Hon. W. Maugh Goodwin, Q.C.) said the prisoner understood English. He pleaded guilty at the Magistrate's trial. The facts in this case showed a very ingenious fraud. It seemed that one Dr. Divers became the transferee of 100 shares in the Hongkong and Kowloon Wharf and Godown Company, Limited, at long ago as September, 1898. Therefore in 1898, when this forgery was committed, it must have been known to the prisoner that Dr. Divers was the possessor of these shares. It seemed to have occurred to his mind that if he could forge a certificate of these shares, and then forge a blank transfer he would be able to procure a considerable temporary loan upon the security of these documents. Although the matter would be found out eventually, still he might reasonably expect that it would not be found out for some months. Of course in order to complete this forgery he must be familiar with the mode in which these certificates were filled up and must have procured blank forms. He seemed to have got access to the book of blank forms of certificates of shares and to have torn a blank form out of the latter part of the book—in a part which it would take a year or so to reach. He then proceeded to fill it up, which he had no right to do, because that was the duty of another clerk. He then forged the signature or initials of the examining clerk, and then he forged Mr. Osborne's signature. He did this exceedingly cleverly. He understood he had been in the employ of the company for ten years, and consequently he had abundant opportunity of getting acquainted with Mr. Osborne's signature, and he had been so induced. He made a very ingenious copy of Mr. Osborne's signature, which was not exactly an easy one to copy. He then took it to two directors for signature. These gentlemen, seeing the signature of the examining clerk and also that of Mr. Osborne, also signed it, thinking all was right. He also forged a blank transfer. This was a very clumsy forgery. He had no specimen of Dr. Divers' signature to go by, and therefore he had to draw upon his imagination. This signature would have given the prisoner away entirely, had the case been tried. The signature was made with imitation ink, and it was not at all like Dr. Divers'. Armed with these two documents he went to endeavor to procure an advance of money upon them. He went to the comptroller of the Hongkong and Kowloon Wharf and Godown Company, who expressed his willingness to lend him \$5,000 on the strength of the security of these documents and a promissory note. Like a prudent man he thought it better to go to his solicitor in the first instance and see whether the documents were all right or not. He accordingly went down to the office of Messrs. Deacons and Hastings, and gave the documents to a gentleman named Mr. Lobb, who he said was a gentleman not likely to be easily deceived. Mr. Lobb, Mr. Lobb, in carefully examining these documents noticed that the transfer was dated October 18th, whilst the certificate for shares was dated the 18th, so that the shares were, according to this, transferred before the prisoner got them. That was a serious blot in the title. Mr. Lobb naturally informed his client, who threw up the transaction. The prisoner then altered the 18th to 28th. This made the transfer nine days after the certificate of shares, which of course would do very well. Armed with these documents he approached the comptroller of Messrs. Watson and Co., and from this gentleman he succeeded in procuring \$5,000 on the security of these documents, together with a promissory note in which he promised to repay the money with interest. Then the discovery was made that it was a fraud, and the man was arrested. He was arrested on board a steamer and taken to the Magistrate's Court, and there he pleaded guilty as he had done that day. What he had pleaded guilty to was first the common law misdemeanor of forging this certificate, and forging the transfer and uttering it; and then the offence of obtaining the \$5,000 by this forged document. What he then said was that he had been practically deceived with forging these documents for the purpose of obtaining money. He had been taken by Mr. Osborne to place before his Lordship a few facts with regard to the prisoner. He had been in the employ of the company for ten years; he had pleaded guilty and had got up then to any trouble in the matter; and Mr. Osborne understood that the man had not got into trouble through gambling. He was bound in justice, however, to say that this was not an isolated case. There were other cases of this kind which had been brought before the court, and he thought mentioning them to his Lordship.

His Lordship—What kind of gambling—gambling in shares?

The Attorney-General—I am informed that he has been gambling in shares, and that he was probably influenced by others more experienced than himself.

His Lordship—What was the face value of the 100 shares?

The Attorney-General—As your Lordship is aware the shares of the company vary a good deal.

His Lordship—When I said face value I meant market value.

The Attorney-General—The face value of 100 shares would be \$5,000; but the market value would be between \$7,000 and \$8,000.

His Lordship (to the prisoner)—Do you wish to say anything to me in regard to the sentence to be passed on you? I will hear you.

The Prisoner—No; I have nothing to say.

His Lordship—You don't wish to say anything.

The Prisoner—No.

His Lordship—Mr. Attorney-General, what character does Mr. Osborne give him apart from this matter?

The Attorney-General—I understand that up to the commission of this offence in 1898 he had rendered good and faithful service to the company for eight years, and that the company found him to be a good servant and an intelligent one. His intelligence was clearly exhibited in this case.

His Lordship, addressing the prisoner, said—You have pleaded guilty to a very serious offence. There are five different ways of dealing with the offence which is charged against you, and in respect to one at any rate of these ways you are liable to be sent to imprisonment for life with hard labour. Of course, I do not propose to go to that extent, or anything like that extent; but it seems to me that where persons are employed in positions of trust and where they trust in a very serious way that you have done this, the court is bound to pass a severe sentence. You see you committed here a forgery of documents dealing with large sums of money. Therefore persons like you who go into the evil course of gambling and resort to acts of that kind must be shown that they cannot do so without incurring very severe punishment. I take into consideration what the Attorney-General has said in regard to your services, and also I take into consideration your having shown throughout these proceedings that you apparently were sorry for what you had done. So far as you could you have expressed your contrition, and the court always makes full allowance for that. At the same time I feel I should not be doing my duty if I passed upon you a less sentence than four years imprisonment with hard labour.

THE MURDEROUS ASSAULT ON A JAPANESE DOCTOR.

Yamanaka Takashi pleaded guilty to the indictment charging him with (1) wounding with intent to disfigure and (2) wounding with intent to do grievous bodily harm.

His Lordship, to the interpreter—Tell him I will hear anything he wishes to say in regard to his sentence, and he can explain to me any reasons why his sentence should not be a heavy one.

The Attorney-General said that perhaps he should make a remark or two to explain the facts to his Lordship. He was afraid they had not got quite to the bottom of this case. The prosecutor was a Japanese doctor named Kiyomasa Kakikuchi, who resided at No. 11, Gago Street. He said he came here in August, 1898. He said the first time he ever saw the prisoner was on the 18th of August at his room. The prisoner came and asked for some medicine, complaining that something was the matter with his stomach. The doctor proceeded to give him some medicine, made it up for him, and placed it on the table, and, apparently without any provocation, the man took out a knife and attacked the doctor and wounded him in a very serious manner. He understood that two arteries were severed. Dr. Bell, who attended to the man's injuries, found him suffering from two severe cuts—one on the right side of the head two and a half inches long, and the other on the left arm. There were also deep cuts, and the doctor understood that some arteries were severed, and Dr. Bell promptly applied ligatures. Had this not been done the man might have bled to death. It was a very extraordinary case. No explanation was forthcoming. The only thing the prisoner told the Magistrate was that he intended to disfigure the doctor. Why he intended to do this he (the Attorney-General) had not the least idea. Perhaps his Lordship would like to ask the prosecutor if he had any idea. He thought at first that the man was not right in his head, but he was not aware of anything of the kind.

His Lordship—Has he been under observation at the jail?

The Attorney-General—That I do not know.

The only solution I can suggest is that he has been put up to it by someone who had a grudge against the doctor—that he was a sort of hired assassin. Does your Lordship want the doctor?

His Lordship—No. He says in the depositions that he does not know anything. (To the interpreter) Tell him to say anything he wishes to say. I mean in regard to the sentence, and tell him to say why he did this thing. He has pleaded guilty to it.

The Prisoner—I do not wish to explain. I leave the matter to your Lordship's hands.

His Lordship—But I have to sentence him, and if he can show me some cause, it might make a difference in his sentence.

The Prisoner—I was asked by a certain man to whom I am under an obligation to disfigure this man.

His Lordship—So someone got him to do it. Who was the man?

The Prisoner—The man is not here. His name is one Ake. He left for Japan last month.

His Lordship—Did he pay him for doing it?

The Prisoner—No, my Lord. I am under an obligation to him and did it because he asked me.

His Lordship—Don't you know it is quite wrong to do these things?

The Prisoner—I know, my Lord. It is very wrong; but I did it as a matter of duty.

The Attorney-General—It has been suggested that the man who got him to do this was a Buddhist priest.

The Prisoner—He is not a priest; he is a trader.

His Lordship—Tell him this was a very wicked and wicked and wicked assault on a Japanese gentleman, and it makes the matter worse that he himself had no wrong to avenge against the Japanese gentleman, but was engaged by someone else to do it. The only thing that saves him from a very long sentence is that he seems to have used a very ineffective instrument (a small pocket-knife), but he must go to prison for two years with hard labour.

THE ARMED ROBBERY NEAR KOWLOON CITY.

Tai Young, Kong Ko, and Lam Leung pleaded not guilty to an indictment charging them with having committed an armed robbery near Kowloon City on the 28th ult.

The following composed the jury—Messrs. C. B. Malvern, W. C. Barrett, Herbert B. Bland, and J. M. H. Meyer.

The Attorney-General said that it was about 11 o'clock on the evening of the 28th July last that the jury could have been at the little village of Lung San Tsing, which was close by Kowloon City, they would have found in a little house a gambler, named Tam Cho,

and his wife and married daughter. A few feet away from the house was the little shop. There was also a gambler sitting in a shed outside the house. At about 11 o'clock on the 28th July seven or eight robbers armed with knives and carrying torches, came to have a raid upon the old man's house, with a view to robbing it. He did not know why they should have gone there. The old man was not rich. He had just sold some pigs, which he had not been paid for, and the robbers might have thought he had got the price of the pigs in the house. At all events these seven or eight men made a raid upon his premises. The door was not locked. First of all they seized the old man, searched him, and took some of his things. The old man was so frightened that he said, "If you want anything I will give it to you," and tried to run out of the house. He was intercepted by some of the gang, who cut him in several places, including the right shoulder, left arm, right cheek, and right side of the head. It was a piece of most barbarous and most wanton cruelty to a man who was not resisting them and only wanted to run away from them. The way that the old man was treated was so severe that he became insensible, and when the police came to the house he was taken to the Hospital, where he remained some considerable time. The robbers then turned their attention to the wife, one of them threatening her by saying, "If you shout out I will burn you with this torch." They then struck her on the left arm with the back of a knife and stole her things. They then went to the married daughter and treated her in the same way. They told her that if she did not do what they wanted they would kill her, and took her silver bangles and things. In the meantime the old man called out to his nephew, who was sleeping in a shed 50 feet away. The nephew came to the house to see what was the matter, and the robbers promptly attacked him. They took him back to the shed and tied him up to a pole by his wrists and put a rope round his neck. They then proceeded to take off his trousers. This proved a bad thing to them, because these trousers were part of the property found in the prisoner's possession and which led to their identification. Besides taking off his trousers they burned both his hands. When the robbers had gone, the nephew, having been set loose, went to the Kowloon City police station and reported the matter to Sergeant Clark. It was for hours the police were fortunate enough to arrest the prisoners with some of the stolen property in their possession.

The evidence given at the Magistrate's court was repeated.

The jury found the prisoners guilty.

His Lordship severely admonished on the prisoners' conduct, and sentenced them to nine years imprisonment with hard labour, ordering each also to receive 20 strokes with the birch within a week of their being sentenced.

This concluded the business of the Sessions.

THE "DAILY MAIL" AND THE PEKING CANARD.

The Foreign Editor of the *Daily Mail* makes the following explanation of his position with regard to the Peking massacre story, in a letter to the Editor of the *Times*. It is in the issue of Saturday last that Sir J. Scott draws attention to the telegrams which the *Daily Mail* published on July 16 from its special correspondent at Shanghai conveying the Chinese story of a general massacre at Peking—a narrative which recent events have more happily falsified.

Sir J. Scott does well to make the matter public, but as the English paper which, with the exception of the *Times*, spends the greatest amount on its foreign news, we naturally feel a little hurt that it should be thought that any item of information should be printed by us without the most careful preliminary consideration.

Now, Sir, while the news had in China no foundation, and was presumably issued by Chinese officials at Shanghai for reasons which time will doubtless disclose, it is easy to deal with our part in the matter.

I forward for your inspection the original telegrams, the message being in two sections of the aggregate length of 538 words, closely condensed, as it was cabled at "urgent" rates, or at about 5s. a word. I am not desirous of expressing any personal opinion on my treatment of this message; I am fully content to accept, Sir, your editorial judgment as to whether there is any ground for any charges of undue caution.

There is one other point which I should, by your courtesy, like to allude to—it is the suggestion of over-cautiousness on our part to accept the news. I forward you, Sir, for your inspection, further cables showing that our Shanghai correspondent affirmed the massacre to be a fact some days before we would accept it as such; that, despite a private cipher message—enclosed—from him emphasizing the importance of the news, we cabled urging extreme caution, to which he rejoined that his authority was good; that he then confirmed the truth of the story, and finally subsequently sent the later details we published.

To this I would add that our ordinary correspondent at Shanghai substantially endorsed the story of the massacre, and he was cabling independently of his colleague in the city.

On the general question of "skeletoning" telegrams I may state that, although I have not had the leisure to go into the matter, I am sure I am well within the limit in asserting that at the time under consideration the *Daily Mail* was in receipt of 1,000 words a day cabled from China. So much, indeed, that our cable messages were drastically abbreviated in print.

Mr. Seddon, Premier and Colonial Treasurer, in his Budget statement in the Legislative Assembly at Wellington, N.Z., last month, stated that there was a surplus of revenue over expenditure for the past year, including a balance of 245,000 from the previous year, of £605,000. All the heads of revenue had exceeded the estimates. He estimated the expenditure for the current year at £4,441,000, or £304,000 more than last year. The Government had no doubt that the revenue would be increased, and that the Government would be able to pay off the loan of £1,000,000 for public works, and Mr. Seddon advocated the consideration of preferential duties with a view to encouraging trade with the mother country, Canada, and the United States.

GOING INSANE.

A. L. Rimer, of Stoneridge, N.Y., says—I was for a long time troubled with sleeplessness with intense neuralgic pains in the head, which made me feel as though I was going insane. The physicians could do nothing for me. I heard of some extraordinary cures effected by the trial of the Oriental Balm, and resolved to give it a trial. In five minutes after the first application, I was entirely relieved from pain. I can now enjoy a good night's rest. Sold at 1s. per bottle. Agents for Hongkong: THE VICTORIA DISPENSARY, Ltd.

LATE TELEGRAMS.

NEWS VIA AUSTRALIA AND OCEANIA.

THE WAR IN SOUTH AFRICA.

ELUSIVE DE WET.

London, 21st August.

The efforts to capture Commandant Christian De Wet which have been put forward for several weeks past have provided some of the most exciting incidents, as well as unsatisfactory features of the campaign. Quite a number of the leading British generals have tried to catch the elusive De Wet, but he has always eluded them. It is now stated that if Lord Roberts' orders had been carried out to the letter on two occasions De Wet would have been captured. General De Wet has succeeded in uniting his forces, which had been scattered by the pressure of the British columns. He has passed Heilbron, and is travelling eastwards. There are indications that he has effected a junction with the troops under the command of General Delarey.

London, 23rd August.

Lord Roberts believes that Commandant De Wet, after burying the majority of his guns, recrossed the Magaliesberg, 30 miles to the eastward of Rustenburg, and is now making towards the Orange River. Colony with only 300 followers.

THE CAPE TREASON BILL.

London, 22nd August.

Speaking in the House of Assembly at Cape Town on the Treason Bill, Mr. Daniel H.W. Wesels, member for Vryburg, said that 90 per cent. of his constituents joined the Boer commandoes, owing to the numerous reports circulated by President Kruger. They would now unanimously support the Treason Bill.

London, 23rd August.

The Treason Bill was read a second time without a division. A hostile amendment had previously been rejected by 48 votes to 35.

M.P.'S LETTERS TO THE HOUSE.

London, 23rd August.

It was stated recently that letters from British members of Parliament to the Boer authorities had been discovered. London *Truth* has now published letters written by its editor, Mr. Henry Labouchere, Radical member for Northampton, to Mr. Montagu White, formerly the Transvaal's Consul-General in England. These letters were found at Bloemfontein. *Truth* also publishes a characteristic letter to Mr. Chamberlain.

London, 24th August.

The correspondence from British members of Parliament which was discovered at Bloemfontein included, in addition to those of Mr. Labouchere, letters from Mr. John Ellis, Liberal member for the Rushcliffe Division of Nottingham, and Dr. G. B. Clark, Liberal member for Caithness, and a former Consul-General in London for the Transvaal.

Dr. Clark's letter was sent ten days prior to the outbreak of hostilities. Dr. Clark recommended that President Kruger should seize all the mountain passes, although he admitted that such a course would have a bad moral effect in Britain.

London, 24th August.

Dr. G. B. Clark, M.P. (L.) for Caithness, attempted to address his constituents yesterday, but was refused a hearing. The crowd booed him and stoned his carriage.

THE HOSPITAL ENQUIRY.

London, 24th August.

Evidence in regard to the treatment of the British sick and wounded has been taken by the Hospital Commission at Cape Town.

It went to show that the hospitals at Woodstock, Maitland, and Green Point were admirably managed, but that the official red-tape crossed difficulties in the provincial hospitals.

THE EXPOSITION OF COEDVA.

London, 26th August.

Lieutenant Hans Cordua, who was shot on Saturday by sentence of the Court-martial, met his death coolly, seated in a chair facing a garden wall. He sat with folded arms, and informed the firing party when he was ready for it to fire. When the firing party had fired, it was found that the body of Lieutenant Cordua had been pierced by 10 bullets.

THE BATTLE OF BERGENDAL.

London, 28th August.

General Sir Redvers Buller captured the enemy's strong position at Bergendal, Veni, north-west of Dalmatutha. The British loss was comparatively small.

London, 29th August.

Sir Redvers Buller captured the position at Bergendal Veni by turning the enemy's flank. The position was a rocky, wooded knoll, and its defenders were chiefly ex-Johannesburg police.

The British who attacked the knoll were the Inniskilling Fusiliers, the second battalion of the Rifle Brigade, and the Dorsets. The enemy made the most determined stand they have attempted, since the battle of Pieters Hill at the end of February last.

After the British had successfully scaled the position with 40 guns for three hours, some of the enemy were seen to be still moving about on the eminence working a pom-pom. The only approach to the position was over an open space 3,500 yards in extent. Across this the British infantry advanced. The last 500 yards was done at the "double," and the infantry charged with fixed bayonets, routing the Boers.

A commandant and 19 Boers were captured. A Boer pom-pom was also taken. Many of the enemy were found to have been killed with lyddite in the trenches. The British pom-poms shelled the retreating Boers. The casualties among the attackers were 12 killed and about 50 wounded.

Lord Roberts says that the capture of Bergendal Veni was a fine performance, that General Sir Redvers Buller managed his troops very skilfully, and that the combination of artillery and infantry firing was most effective.

KRUPP'S COBALT-KILLED.

London, 29th August.

Herr Dalwig, Herr Krupp's cousin, while commanding the artillery of the Boer commando, was mortally wounded in the retreat from Ermelo to Mochabodorp, and half of the gunners were killed. The Boers have appropriated the supplies sent by the "Absent-minded Beggar Fund" to the British prisoners at Nieuwedoch.

HOW OLIVIER WAS CAPTURED.

London, 2nd September.

Eight Volunteers captured Commandant Olivier by hiding in a donga, and calling on the Boers to surrender as they passed. 28 were captured and 200 more fled, being ignorant of the number of their assailants.

BOER LOSSES SINCE PRETORIA.

London, 3rd September.

41 dead Boers have been counted in various skirmishes since the occupation of Pretoria.

NOTES AND HIS FURNER.

London, 4th September.

General Botha has again eluded all the British Generals after him, by quick mobility. With the boldness and dash characteristic of the Boers, he turned up with 2,000 men on Sunday near Lydenburg, and gave General Buller battle during the whole day. Botha seized the pass and rained shells on the British from "down the bank." General Buller reports on Sunday that he had 1,000 men, and a strong relieving force on Monday to General Buller's assistance.

GENERAL NEWS.

MAJOR MARSHAND'S APPOINTMENT.

London, 22nd August.

Major Marshand, the "Hero of Fachoda," is attached to the staff of General Voynar, the French Commander in China. The Nationalists are furious, asserting that the appointment was made to banish Marshand from the country.

LORD HOPETOUN AND THE KAISER.

London, 22nd August.

The Earl of Hopetoun, the Governor-General of the Commonwealth of Australia, dined yesterday with the Emperor William of Germany.

ARMENIAN MASSACRES.

London, 22nd August.

The Sultan of Turkey has promised to punish the authors of the recent massacre of Armenians at Spaghnik in Asia Minor. He has removed the Governor of Bitlis, a town of 40,000 inhabitants (16,000 Armenians), near Lake Van.

THE COAL STRIKE IN WALES.

London, 23rd August.

A strike of coal-miners has taken place at Taff Vale, Glamorganshire, South Wales, owing to the refusal of the mine-owners to re-instate a signaller who had been discharged. Thirty thousand colliers have left their work, with the result that trade in South Wales is paralyzed. A famine is threatened in the remote valleys.

SAMOAAN ARBITRATION.

London, 23rd August.

King Oscar of Sweden is to arbitrate on the international claims for compensation in connection with Samoa.

INDIAN NEWS.

London, 23rd August.

A riot arose in Cawnpore owing to measures which the British authorities had taken to prevent the spread of the plague. Twenty-five persons were made. Of these 21 offenders were found guilty, and were sentenced to 20 to death and one to transportation. The other four men were acquitted.

Lord Curzon, Viceroy of India, has decried the Maharajah of Charapur for intemperance and for having shot one of his body-servants. The infant son of the ex-Maharajah succeeds him.

BULGARIA AND ROMANIA.

London, 25th August.

The reserves of the Bulgarian army have been summoned to be in immediate readiness to join the colours. A recent cable stated that the relations between Bulgaria and Roumania were gravely strained, owing to the extortion practised upon Roumanians at Sofia, and to Bulgarian toleration of political committees inimical to Roumania. It was also stated that Roumanian officers had been ordered to join the colours.

Roumania in a sharp note accuses Bulgaria of shielding murderers employed by a Macedonian committee to assassinate Roumanian politicians.

BRITISH AND RUSSIAN COAL PURCHASES.

London, 27th August.

The British Admiralty has ordered 100,000 tons of Cardiff steam coal and is paying the highest prices for it.

Russia is negotiating for the purchase of 3,000,000 tons of American coal.

ASHTANT.

London, 27th August.

The two punitive columns in Ashtant in their operations against the rebellious tribesmen have destroyed 30 villages.

Several British columns are operating in Ashtant clearing the country of rebellious tribesmen. The columns are converging on Kumasi, the capital, which will in future be the headquarters of the British administration.

PLAGUE ON A FRENCH STEAMER.

London, 28th August.

Three cases of plague are reported to have occurred on a French steamer passing Constantinople on its homeward voyage.

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"Of Royal Blood," &c., &c.

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SYNOPSIS OF PREVIOUS CHAPTERS.

PROLOGUE & CHAPTERS I. & II.—Dr. Richard
Colkirk, a successful West End specialist, tells his
story. Early in his career he became for a
week *loco* *tenens* to Robert Raymond, surgeon.
One morning he is summoned hastily to a house,
and the proposition is there made to him that he
shall marry for an hour on the dying bed of her
man who is suffering from the temptation being 420,000.
Being in indignant circumstances, he consents, and
on the instant he is driven to a church in the neighbour-
hood and married to a lady in white satin, who is led
up the aisle, and who signs her name as Beryl Wynd.
The tempter tells him that it is to ease the dying
moments of his daughter who has been deceived by a
villain. Being in a delirium the lady is unable to
detect the imposture. On returning home, the tempter
tells him that it is imperative that the girl shall
die before sunset before the money is his.

CHAPTERS III. & IV.—The Doctor indignantly
declines to become a tool in the hands of the tempter.
Suddenly the tempter who is to be the church
aide, and who was introduced as the Major, enters
the room, and the tempter leaves it. The Major gives
him a cigarette, and they smoke together, the former
marking upon the stranger the temptation of the mar-
riage. A cry of pain is heard from an upper chamber,
and the Doctor leaves the room and ascends the stairs.
The tempter stands outside a chamber door with a
revolver, and a struggle ensues. The Doctor at last
enters the room, and finds a young and beautiful woman
lying, apparently recently murdered, but by what
means he is unable to say. He sees a jewelled
emerald round her neck, shaped like a note of inter-
rogation. This he takes possession of. He also sees
an old tattoo mark upon her breast, three hearts en-
twined. Under the pillow he finds a piece of paper
with the words written on it, "I have seen La Gioia."
Suddenly he is seized with severe pains, and he
finds that he has been poisoned by the cigarette the stranger
gave him. He falls to the floor unconscious.

CHAPTERS V. & VI.—On recovering consciousness
the Doctor finds himself in a comfortable cabin
on board a coast steamer. He discovers that he has
been taken in a state of unconsciousness to the boat
and delivered into the keeping of the crew by order
of Messrs. Hanway Brothers, owners of the boat. He
manages to make his escape at Chertsey, and he
finds that he is visited by the tempter who has
taken to him as a possible to London, and out-
ward to solve the mystery.

CHAPTERS VII. & VIII.—The Doctor does his
utmost to find out the history of his marriage. He
subsequently finds out that the tempter is a
subsequent event, but in vain. On returning to Dr.
Raymond's house, much to the surprise of the house-
keeper, who could not account for his disappearance,
he informs him that another patient had called upon
him. Lady Pierpoint-Lane. On calling upon her,
she deceives him by a recital of false symptoms. As
they talk a young girl bursts into the room, and there,
to his surprise, her soft cheeks slightly flushed,
radiant and in perfect health, stands his dead wife in
the flesh.

CHAPTER IX.
A MAZE OF MYSTERY.

I sat erect in my chair, open-mouthed, unable
to move. My eyes were riveted upon the slim
graceful form before me. I held my breath
in wonder.

She was a smart tailor-made gown of pale
fawn with a large black belt which suited her
admirably, while across the face, every feature
of which had been so indelibly photographed
upon my memory, was a thin gauzy veil which
only served to heighten, rather than to conceal,
her striking beauty.

"I'm so sorry to have disturbed you," she ex-
claimed, turning to her ladyship. "But I
hadn't any idea that you had a visitor."

"Oh," laughed the other, "our conversation
is not at all of a private character. Let me
introduce you." Then, turning to me, she said,
"This is my cousin, Foe Asidwick—Doctor
Colkirk."

My face turned to me and bowed, a sweet
smile upon her lips.

"I hope, Doctor, you will forgive me for
boasting into the room like this," she said.

"Certainly," I answered, still gazing at her
like a man in a dream.

She had been introduced to me as Foe Asid-
wick, the cousin of this father curious woman
Lady Pierpoint-Lane. Yet there could be no
doubt that she was actually Beryl Wynd, the
sweet-faced girl whom I had seen lying cold
and dead in that house of mystery eight days
before.

Neither our introduction, nor the mention of
my name had in the least disturbed her. She
remained perfectly frank and untroubled, and
not the slightest surprise. Could it be possible
that she was not aware of her marriage with me?

I looked straight into her clear blue eyes.
Neither appeared affected. Nevertheless, had I
not on that fatal night seen the strange con-
traction of the pupil, which had rendered one
the left eye—rightless and so strange-looking?

She was speaking with her cousin, and thus I
had opportunity of regarding her critically. Her
hands were gloved, therefore I could not see
whether she still wore the ring I had placed
upon her finger. Still, if she were really Foe
Asidwick, what motive had she in masquerading
as the daughter of that crafty scoundrel,
Wyndham Wynd?

I longed to speak plainly to her and seek some
explanation, yet at that moment it was impos-
sible. Her frank and open manner rendered it
quite evident that to her I was an utter stranger.

It was this failure on her part to recognise
my name that aroused within my mind a doubt
whether, after all, her personal appearance only
bore a very striking resemblance to that of my
mysterious wife.

"Now always forgets her engagements," she
laughed, turning to me. "The more we've
known of her, the more we've found that she
pays for her leave to come to-night. At
breakfast, we arranged to go out together at
eleven, and she's actually forgotten all about
it."

"Short memories are sometimes useful," I re-
marked with a smile.

"I hope that is not meant for sarcasm,
Doctor?" protested the baronet's wife.

"I am never sarcastic to the expense of my
patients," I responded.

But I presume I am a friend. Do your
friends say any better? "The more we've
known of her, the more we've found that she
pays for her leave to come to-night. At
breakfast, we arranged to go out together at
eleven, and she's actually forgotten all about
it."

"How hot it is this morning," observed the
mysterious Foe. "I've only been in town three
days and shall be very glad to get back again
into the country."

"To what part are you going?" I inquired.

"Only to Whitton, near Hounslow, to visit
the Chetwodes. Do you know them?"

"No," I replied. "Are you staying there
long?"

"Oh, a fortnight or so," she replied. "The
Chetwode girls were at school with me near
Paris, and we are very good friends. They
always have a big house-party at this time
of the year, and there is usually lots of fun."

"You're quite right, dear," explained her
cousin, rising. "We must really make haste,
if we are to do all our shopping and catch
the five o'clock train from Waterloo. In Maud's
letter this morning she says she will send the
carriage to meet that train."

"I rose also. I was loth to leave the presence
of this charming girl, who was undoubtedly my
wife, but who, it appeared, was entirely un-
conscious of the fact. Yet the woman who had
called me in for consultation and had acted so
strangely that it almost seemed as though she
had fallen in love with me, had pointedly dis-
missed me; therefore I was compelled to take
my leave."

"I hope, Doctor, that we shall see something
more of you on our return to town," her lady-
ship said as we shook hands. "Recollect our
conversation of this morning," she added mean-
ingly.

"Of course, I shall be most delighted to call
and see how you have progressed," I responded.
"You have the prescription, and I hope you
will persevere with it."

"If I feel worse," she laughed, and I knew
that she did not mean to have the mixture made
up. She had shamed illness very cleverly. I
was amused and annoyed at the same moment.

"I hope Doctor Colkirk will dine with us
here one evening," said the woman who was my
bride. "I'm sure Sir Henry would be charmed
to meet him."

"Yes," answered her cousin, "only he must
not know that I have consulted him profession-
ally. That must be kept secret."

"All women love secrets," I remarked.

"And men also," responded Foe. "Some ap-
pear to think that a little mystery adds an ad-
ditional zest to life."

Her words were strange ones, and seemed to
have been uttered with some abstruse meaning.

"Do you yourself think so?" I inquired;
looking earnestly into those bright eyes of clear
child-like blue that were so plainly indicative of
a purity of soul.

"Well, I scarcely know," she responded, re-
turning my glance unflinchingly. "We all of
us have some little mystery or other in our lives,
I suppose."

I had taken her hand in adieu, and was still
holding it.

"And are you no exception?"

"Ah! now, Doctor, you're really too inquisi-
tive," she laughed, just a trifle unnaturally.
I thought, as though I had approached an
unwelcome topic.

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VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA SUEZ CANAL	SHANGHAI	Brit. str.	—	A. F. Street	P. & O. S. N. Co.	On or about 20th inst.
LONDON VIA SUEZ CANAL	GLAUCUS	Brit. str.	—	Barwise	BUTTERFIELD & SWIRE	On 22nd inst.
LONDON VIA SUEZ CANAL	CLYDE	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	On 24th inst. at Noon.
LONDON VIA SUEZ CANAL	ALCIBIOS	Brit. str.	—	Palford	BUTTERFIELD & SWIRE	On 2nd Oct.
LONDON VIA SUEZ CANAL	MALACCA	Brit. str.	—	E. G. Andrews	P. & O. S. N. Co.	On 4th Oct.
LONDON VIA SUEZ CANAL	PATROCLOS	Brit. str.	—	Dickens	BUTTERFIELD & SWIRE	On 16th Oct.
LIVERPOOL DIRECT	HECTOR	Brit. str.	—	Harr	BUTTERFIELD & SWIRE	To-day.
BRISBANE, VIA PORTS OF CALL	PREUSSEN	Ger. str.	—	H. Kirchner	MELCHERS & CO.	To-morrow, at Noon.
MARSEILLES, &c. VIA PORTS OF CALL	KAWACHI MARU	Jap. str.	—	J. S. Thompson	MESSAGERIES MARITIMES	On 21st inst. at Daylight.
HAVRE & HAMBURG	SALAZIE	Fre. str.	—	Jager	CARLOWITZ & CO.	On 24th inst. at 1 P.M.
HAVRE & HAMBURG	SAXONIA	Ger. str.	—	Jacobs	CARLOWITZ & CO.	On or about 2nd Oct.
HAVRE & HAMBURG	HAMBURG	Ger. str.	—	Schuder	CARLOWITZ & CO.	On or about 21st Oct.
HAVRE & HAMBURG	GLAUCUS	Brit. str.	—	—	—	On or about 30th Oct.
NEW YORK VIA SUEZ CANAL	NORWOOD	Brit. ship	—	—	—	On 22nd inst.
NEW YORK	SACHEM	Brit. ship	—	—	—	On or about 30th inst.
NEW YORK VIA SUEZ CANAL	ASTORIA	Ger. str.	—	Hildebrandt	CARLOWITZ & CO.	On or about 10th Oct.
VICTORIA, B.C., & Tacoma via FOOCHOW, &c.	GLENOGLE	Brit. str.	—	W. Frakes	DODWELL & CO., LIMITED	To-morrow.
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	—	G. A. Lee R.N.R.	CANADIAN PACIFIC R. CO.	On 25th inst.
PORTLAND, OREGON, &c.	MONMOUTHSHIRE	Brit. str.	—	J. Kennedy	DODWELL & CO., LIMITED	On 20th Oct.
SAN FRANCISCO VIA NAGASAKI, &c.	GALICIA	Brit. str.	—	—	—	On 27th inst. at Noon.
SAN FRANCISCO VIA AMOY, &c.	HONGKONG MARU	Jap. str.	—	—	—	On 28th inst. at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	TAIYUAN	Brit. str.	—	Nelson	PACIFIC MAIL S. S. CO.	On 19th Oct. at Noon.
AUSTRALIAN PORTS	AUSTRALIAN	Brit. str.	—	Helm	BUTTERFIELD & SWIRE	On 24th inst. at 4 P.M.
AUSTRALIAN PORTS	SAITAMA MARU	Jap. str.	—	—	—	On 27th inst. at Daylight.
YOKOHAMA, VIA NAGASAKI & KOBE	ROHILLA	Brit. str.	—	C.H.S. Toque, R.N.R.	NIPPON YUSEN KAISHA	On 28th inst. at 4 P.M.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	A. E. Moser	P. & O. S. N. Co.	On or about 23rd inst.
TAKU	CHINGTU	Brit. str.	—	Williams	NIPPON YUSEN KAISHA	On 22nd inst. at Noon.
SHANGHAI	KASHING	Brit. str.	—	Hopkins	BUTTERFIELD & SWIRE	To-morrow, at Daylight.
SHANGHAI	BOHEAT	Brit. str.	—	G. M. Montford, R.N.R.	P. & O. S. N. Co.	On or about 22nd inst.
SHANGHAI	MALTA	Brit. str.	—	F. J. Cole	P. & O. S. N. Co.	On or about 25th inst.
SWATOW, AMOY & TAIWAN	ANPING MARU	Jap. str.	—	S. Atami	MITSUBI BUSSAN KAISHA	On 3rd Oct. at Daylight.
SWATOW, AMOY & TAIWAN	TAMU MARU	Jap. str.	—	H. Nagata	MITSUBI BUSSAN KAISHA	On 23rd inst. at Daylight.
MANILA	YUNBANG	Brit. str.	—	Kofe	JARDINE, MATHESON & CO.	To-morrow, at 4 P.M.
MANILA DIRECT	MEMMUR	Brit. str.	—	R. W. Almond	SHAW, TOMES & CO.	On 21st inst. at 5 P.M.
MANILA VIA AMOY	DIAMANTE	Brit. str.	—	Nelson	BUTTERFIELD & SWIRE	On 24th inst. at 4 P.M.
MANILA	TAIYUAN	Brit. str.	—	Robinson	BUTTERFIELD & SWIRE	On 25th inst.
MANILA	SUNSHINE	Brit. str.	—	Helm	GIBB, LIVINGSTON & CO.	On 27th inst. at Daylight.
SINGAPORE, PENANG & CALCUTTA	KUMSANG	Brit. str.	—	Buller	JARDINE, MATHESON & CO.	On 25th inst. at Noon.

SHIPPING.

ARRIVALS.
Sept. 18, SACHSEN, German str., 3,115, E. Capelmann, Bremerhaven 8th August and Singapore 17th September, Mails and General.—MELCHERS & CO.
Sept. 18, APENADE, German steamer, 611, Lenzmann, Canton 17th Sept., General.—CHINESE.
Sept. 18, CHILLI, British str., 1,178, Newcomb, Canton 17th September, General.—BUTTERFIELD & SWIRE.
Sept. 18, THALIA, British str., 820, Passmore, Swatow 17th September, General.—DOUGLAS LAMPAIR & CO.
Sept. 18, YAWATA MARU, Japanese str., 3,816, A. E. Moser, Melbourne and Manila 16th Sept., General.—NIPPON YUSEN KAISHA.
Sept. 18, SHIMIZU, German str., 1,125, F. Brand, Kobe 12th Sept., General.—CARLOWITZ & CO.
Sept. 18, HATING, French steamer, 750, Bast, Haiphong and Hoihow 17th Sept., General.—A. R. MARTY.
Sept. 18, HUE, French str., 704, G. Godin, Haiphong via Pakhoi and Hoihow 16th Sept., General.—A. R. MARTY.
Sept. 18, MENMUR, British str., 1,280, Almond, Manila 15th Sept., General.—SHEWAN, TOMES & CO.

CLEARANCES.

At the Harbour Master's Office, 15th September.
Loongmoon, German str., for Shanghai.
Pulse, British str., for Swatow.
Kongberg, German str., for Tsingtau.
Sultan Val, Longford, Dutch str., for Singapore.
Jungkuu, Norwegian str., for San Francisco.
Wingung, British str., for Canton.
Child, British str., for Shanghai.
Trichong, German str., for Swatow.
Apennide, German str., for Shanghai.
Afridi, British str., for Singapore.
Fusung, British str., for Singapore.

DEPARTURES.

Sept. 17, SUMATRA, British transport, for Taku.
Sept. 18, STRASSBURG, Ger. transport, for Taku.
Sept. 18, MELBOURNE, French transport, for Taku.
Sept. 18, HEBETHA, German str., for Shanghai.
Sept. 18, BURGARD, German cruiser, for Amoy.
Sept. 18, TAIYUAN, Amoy str., for Haiphong.
Sept. 18, FEICHIANG, British str., for Haiphong.
Sept. 18, HAILAN, French str., for Hoihow.
Sept. 18, KYOTO MARU, Jap. str., for Moji.
Sept. 18, MACDUFF, British str., for Shanghai.
Sept. 18, CITY OF PEKING, Amoy str., for San Francisco.
Sept. 18, AFRIDI, British str., for New York.
Sept. 18, TAICHONG, German str., for Swatow.
Sept. 18, FAURANG, British str., for Singapore.
Sept. 18, WINGUNG, British str., for Canton.
Sept. 18, SACHSEN, German str., for Shanghai.

VESSELS IN DOCK.

At the Harbour Master's Office, 15th September.
AERDEN, German str., U.S.S. Monterey, Argus, Loongmoon, Kong Berg, Kongkuu, U.S.S. Meade, Vigilante, H.I.G.M.S. Tiger, Nanyang, Nidda.
COSMOPOLITAN DOCK.—Stanford, Glenogle.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:
NORWOOD, British ship, Thos. Roy.—Order.
PETER RICKMERS, German ship, Scholer.—Arnhold, Karberg & Co.

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.
FOR LIVERPOOL DIRECT
(Taking Cargo at London Rates).
THE Company's Steamship

"HECTOR."
Captain Barr, will be despatched as above TO-DAY, the 19th September.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 19th September, 1900. [2203]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI
THE Company's Steamship
"KASHING."
Captain Hopkins, will be despatched as above TO-MORROW, the 20th inst., at DAYLIGHT.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 18th September, 1900. [2439]

VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR MANILA.

"YUENSANG."
Captain Rolfe, will be despatched as above TO-MORROW, the 20th inst., at 4 P.M.
This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 17th September, 1900. [2463]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).
THE Company's Steamship

"MENMUR."
Captain R. W. Almond, will be despatched as above on FRIDAY, the 21st inst., at 5 P.M.
The attention of Passengers is directed to the excellent accommodation provided by this Steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.
A doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 15th September, 1900. [2417]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TAKU.

THE Company's Steamship

"CHINGTU."
Captain Williams, will be despatched on SATURDAY, the 22nd inst., at Noon.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 14th September, 1900. [2412]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"DIAMANTE."
Captain A. Ramsey, will be despatched as above on SATURDAY, the 22nd inst., at 5 P.M.
The attention of Passengers is directed to the excellent accommodation provided by this Steamer. She is fitted throughout with Electric Light.
A doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 15th September, 1900. [2426]

COMPAGNIE DES MESSEGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 24th September, 1900, at 1 P.M., the Company's Steamship "SALAZIE," Captain Negre, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 23rd inst. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.
Hongkong, 13th September, 1900. [2]

HAMBURG-AMERIKA LINIE

(FREIGHT SERVICE).

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SAXONIA	HAVRE and HAMBURG	About 2nd October.
ASTORIA	(London with transshipment in Hamburg)	About 10th October.
BAMBERG	NEW YORK VIA SUEZ CANAL	About 21st October.
—	HAVRE & HAMBURG	October.
—	(London with transshipment in Hamburg)	About 30th October.
—	HAVRE & HAMBURG	October.
—	(London with transshipment in Hamburg)	October.

* This steamer has superior accommodation for Passengers and carries a Doctor and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to

CARLOWITZ & CO.,
AGENTS.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Hongkong, 10th September, 1900. [13]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
YAWATA MARU	NAGASAKI, KOBE and YOKO.	THURSDAY, 20th Sept., at Noon.
—	HAMA	—

KAWACHI MARU

J. S. Thompson

(MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID)

FRIDAY, 21st Sept., at DAYLIGHT.

SHINANO MARU

(SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE & BRISBANE)

FRIDAY, 28th Sept., at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 4th September, 1900. [12]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 18 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

"EMPEROR OF JAPAN," Comdr. H. Pybus, R.N.R. WEDNESDAY, 26th Sept., 1900

"EMPEROR OF CHINA," Comdr. E. Archibald, R.N.R. WEDNESDAY, 24th Oct., 1900

"EMPEROR OF INDIA," Comdr. Q. P. Marshall, R.N.R. WEDNESDAY, 21st Nov., 1900

The magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND-SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder Street.

Hongkong, 30th August, 1900. [9]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA, AND BALTIC PORTS;

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

HAMBURG (Hamburg-Amerika Linie) THURSDAY 20th September.

SACHSEN (Hamburg-Amerika Linie) WEDNESDAY 27th September.

OLDENBURG (Hamburg-Amerika Linie) WEDNESDAY 17th October.

BAYERN (Hamburg-Amerika Linie) WEDNESDAY 31st October.

STUTTGART (Hamburg-Amerika Linie) WEDNESDAY 14th November.

KONIG ALBERT (Hamburg-Amerika Linie) WEDNESDAY 28th November.

PRINZ HEINRICH (Hamburg-Amerika Linie) WEDNESDAY 12th December.

PREUSSEN (Hamburg-Amerika Linie) WEDNESDAY 26th December.

HAMBURG (Hamburg-Amerika Linie) WEDNESDAY 9th January, 1901.

SACHSEN (Hamburg-Amerika Linie) WEDNESDAY 23rd January, 1901.

KIAUSCHOU (Hamburg-Amerika Linie) WEDNESDAY 6th February, 1901.

On THURSDAY, the 20th day of September, 1900, at NOON, the Steamship "PREUSSEN," of the NORDDEUTSCHER LLOYD, Captain H. Kirchner, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON on TUESDAY, the 18th September. Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 19th September, and Parcels will be received at the Agency's Office until NOON on WEDNESDAY, the 19th September.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 7th September, 1900. [8]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR SHANGHAI, SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA, AND BALTIC PORTS;

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

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PRINZ HEINRICH (Hamburg-Amerika Linie) WEDNESDAY 12th December.

PREUSSEN (Hamburg-Amerika Linie) WEDNESDAY 26th December.

HAMBURG (Hamburg-Amerika Linie) W

VESSELS ON THE BERTH.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWAN.

THE Company's Steamship

"TAMUJI MARU."

Captain H. Nagata, will be despatched for the above ports on SUNDAY, the 23rd inst., at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents, Hongkong, 17th September, 1900. [18]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"TAIYUAN."

Captain Nelson, will be despatched as above on MONDAY, the 24th inst., at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the supply of fresh provisions during the entire voyage.

A duly qualified Surgeon is carried and the vessel is fitted throughout with Electric Light.

For Freight, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 19th September, 1900. [2294]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TAIYUAN."

Captain Nelson, will be despatched as above on MONDAY, the 24th inst., at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the supply of fresh provisions during the entire voyage.

A duly qualified Surgeon is carried and the vessel is fitted throughout with Electric Light.

N.E.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the Eastern and Australian S.S. Co. and vice versa.

For Freight, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 19th September, 1900. [2295]

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 6, 1900, at NOON.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Oct. 30, 1900, at NOON.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Nov. 24, 1900, at NOON.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have the choice of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent, Hongkong, 14th September, 1900. [6]

VESSELS ON THE BERTH.

SHEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

"GLENESK"

will be despatched for the above port on or about SATURDAY, 22nd September, 1900.

To be followed by the Steamship "ANAPA" on or about 20th October, 1900.

For Freight, apply to SHEWAN, TOMES & CO., Agents, Hongkong, 17th September, 1900. [2409]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

"GLAUCUS"

Captain Barwise, will be despatched as above on SATURDAY, the 22nd September.

For Freight, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 15th August, 1900. [2069]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

"AUSTRALIAN"

Captain Helms, will be despatched for the above ports on THURSDAY, the 27th inst., at DAYLIGHT.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of fresh provisions, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.E.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the China Navigation Company and vice versa.

For Passage, apply to GIBB, LIVINGSTON & CO., Agents, Hongkong, 11th September, 1900. [2394]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"AUSTRALIAN"

Captain Helms, will be despatched for the above ports on THURSDAY, the 27th inst., at DAYLIGHT.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of fresh provisions, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.E.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents, Hongkong, 11th September, 1900. [2393]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

GAELIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Sept. 27, at NOON.

DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Oct. 23, at NOON.

GORTON (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Nov. 17, at NOON.

THE Company's Steamship "GAELIC" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on THURSDAY, the 27th September, 1900, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent, Hongkong, 7th September, 1900. [4]

VESSELS ON THE BERTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEY, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"CLYDE"

Captain A. L. Valentini, carrying Her Majesty's Mails, will be despatched from this Port for Bombay on SATURDAY, the 29th September, 1900, at NOON, taking passengers and cargo for the above ports.

Silk and Valerian, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to A. M. MARSHALL, Acting Superintendent, Hongkong, 17th September, 1900. [1]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWAN.

THE Company's Steamship

"ANPING MARU."

Captain S. Asami, will be despatched for the above ports on WEDNESDAY, the 3rd Oct., at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents, Hongkong, 19th September, 1900. [1443]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 13, at NOON.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Nov. 8, at NOON.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 4, at NOON.

THE Company's Steamship "CHINA" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 13th October, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have the choice of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

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Consular Invoices to accompany Cargo destined to ports beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent, Hongkong, 19th September, 1900. [3]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA AND JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA in connection with IMPROVED CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan, Hongkong, 4th August, 1897. [2]

NOTICES TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BENGAL"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—From London, &c. ex s.s. Himalaya. From Australia, &c. ex s.s. India. From Persian Gulf, ex s.s. Simla.

Optional goods will be landed here unless instructions are given to the contrary before 1 P.M. TO-DAY.

Goods not cleared by the 21st instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatsoever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

A. M. MARSHALL, Acting Superintendent, Hongkong, 15th September, 1900. [1]

NOTICE TO CONSIGNEES.

S. S. "HILGLEN"

FROM NEW YORK AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th September will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 19th September, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th September, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents, Hongkong, 12th September, 1900. 2410

FROM HAMBURG, PENANG, AND SINGAPORE.

THE N.B.L. Steamship

"KONIGSBERG"

Captain Schuler, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M. TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst., at 3 P.M.

No Fire Insurance has been effected.

SIEMSEN & CO., Agents, Hongkong, 17th September, 1900. [2437]

"KEATING'S POWDER."

"KEATING'S POWDER."

"KEATING'S POWDER."

"KEATING'S POWDER."

BUGS, FLEAS, MOTHS, BEETLES, MOSQUITOES, &c.

KILLS MOTHS, BEETLES, MOSQUITOES, &c.

KILLS MOTHS, BEETLES, MOSQUITOES, &c.

HAIRLESS TO ANIMALS.

HAIRLESS TO ANIMALS.

HAIRLESS TO ANIMALS.

HAIRLESS TO ANIMALS.

A PURELY VEGETABLE SWEETMEAT, both in appearance and taste, furnishing a most agreeable method of administering the only certain remedy for INTESTINAL or THIRHEAD WORMS. It is a perfectly safe and mild preparation, and is especially adapted for Children. Sold in Bottles, by all Druggists.

Proprietor, THOMAS KEATING, London, 1904

FOR SALE.

FIFTY YEARS OF PROGRESS.

THE SUBILEE OF HONGKONG AS A BRITISH CROWN COLONY.

HISTORICAL SKETCH TO WHICH IS ADDED AN ACCOUNT OF THE CELEBRATIONS OF 21ST TO 24TH JANUARY, 1891.

AND A DESCRIPTION OF THE INDUSTRIES OF THE COLONY.

Royal 8vo. 49 pages. Price 31 Cents.

The Bookseller or Daily Press Office, Hongkong, 27th January, 1891. [57]

NOW READY.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS JULY TO DECEMBER, 1899. With INDEX. Price 37.50.

Hongkong Daily Press Office, Hongkong, 3rd July, 1900. [1897]

ON SALE.

DEMY OCTAVO, Pp. 248, Price, 82.50.

WARLIKE EXPLOITS OF THE MERCHANT NAVY, by J. FETHERSTONHAUGH.

Published at HONGKONG DAILY PRESS Office, and to be had from all Booksellers. Hongkong, 21st December, 1894. [623]

INSURANCES.

SUN LIFE ASSURANCE COMPANY OF CANADA.

HEAD OFFICE, MONTREAL.

THE above Company is prepared to issue UNCONDITIONAL POLICIES on all approved plans, and will settle claims immediately upon receipt of proof of death and without reference to the Head Office.

For Rates and other Particulars, apply to W. J. G. WHILEY, Acting Manager, 8, Praya Central. [872]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1899, £14,400,039.

I. AUTHORIZED CAPITAL, £3,000,000 0 0

SUBSCRIBED CAPITAL, 2,750,000 0 0

PAID-UP CAPITAL, 637,500 0 0

II. FIRE FUNDS, 2,731,183 13 7

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents, Hongkong, 22nd June, 1900. [1872]

SUN INSURANCE OFFICE, LONDON.

FOUNDED 1710.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents, Hongkong, 16th May, 1892. [25]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents, Hongkong, 21st April, 1897. [19]

SCOTTISH METROPOLITAN ASSURANCE CO.

The combined ACCIDENT and LIFE POLICY is the MOST ADVANTAGEOUS form of INSURANCE.

A yearly premium of £28 2s. (age 30) secures the following:—

£2,000 in case of death by accident.

£1,000 in case of natural death.

£1,000 in case of permanent total disablement by accident.

£500 in case of partial total disablement by accident.

£8 per week in case of temporary disablement by accident.

Accidents insured against for £1 and £2 per annum (£1,000 in case of death, by weekly payments in case of injury).

For further Particulars apply to J. Y. V. VERNON, Agent, Hongkong, 8th June, 1896. [1774]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA, INCORPORATED 1851.

CAPITAL, £410,000.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

Wm. MEYERINK & CO., Agents, Hongkong, 18th May, 1900. [1512]

"L'UNION"

FIRE INSURANCE COMPANY, LD. (Established 1828)

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.

Claims settled direct without reference to the Head Office.

A. R. MARTY, Agent, Hongkong, 1st August, 1900. [118]

PHENIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAPRAIK & CO., Agents for the Phoenix Fire Office, Hongkong, 17th August, 1887. [27]

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents, Hongkong, 16th November, 1872. [24]

SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

JOINT STOCK SHARES.

HONGKONG, 18th September

VISITORS AT HOTELS.

CHINA COAST METEOROLOGICAL

STOCKS.	No. OF SHARES.	ISSUE V'LU.	PAID UP.	LAST DIVIDEND.	CLOSING QUOTATION.
BANKS.					
Hongkong and Shanghai Banking Corporation ...	80,000	\$125	\$125	30/- div. at 1/11/14 = \$1608 per share for 1st half year 1900	(seller) \$12 p. c. pr. = \$612
Bank of China & Japan, Ltd.	199,875	28	24	None	21.
Do. Deferred	1,250	21	21	None	25. 5s.
National Bank of China, Ltd.	19,070 A	210	28	2/8 for 1899	\$26, buyers
Do. Founders' Shares	20,955 B	210	28	2 3/4 at 1/1 = \$1.30 for '99	\$23, buyers
	750 fdrs.	21	21	None	\$20.
MARINE INSURANCES.					
Union Ins. Society, Ltd.	10,000	\$250	\$20	30/- p. c. = \$18 for 1898	\$290, buyers
China Traders Ins. Co., Ltd.	24,000	\$89.33	\$50	10 p. c. for y. end. 30.4.99	\$67, sellers
North China Ins. Co., Ltd.	5,000	1100	225	10 p. c. final = 10 p. c. in all for 1898	7 1/2s. 103, sales
Yangtze Ins. Assocn., Ltd.	8,000	\$100	\$60	80 = 10 p. c. for 1897	\$121, sellers
Canton Insurance Office, Ltd.	10,000	\$250	\$50	\$11 for 1898	\$130, buyers
Straits Insurance Co., Ltd.	30,000	\$100	\$20	5 per cent. for 1895.	81.
FIRE INSURANCES.					
Hongkong Fire Ins. Co., Ltd.	8,000	\$250	\$50	\$27 for 1898	\$275, sellers
China Fire Ins. Co., Ltd.	20,000	\$100	\$20	\$6 for 1898	\$17, buyers
SHIPPING.					
Hongkong, Canton, and Swatow S. S. Co., Ltd.	80,000	\$15	\$15	(\$120 for half year ended 30.6.1900....	\$31, sellers
Indo-China S. S. Co., Ltd.	60,000	210	210	9 p. c. at 2 p. cent. bonus for 1899	\$82.
China & Manilla S. S. Co., Ltd.	15,000	\$50	\$50	20 per cent. for 1899 ex old Capital	\$165, old sellers
	15,000	\$50	\$50		\$19, sellers
Douglas Steamship Co., Ltd.	20,000	\$50	\$50	12 per cent. for year ending 30.6.98	\$40, buyers
China Mutual S. S. Co., Limited, Preference	20,000	210	210	Final 3 p. c. = 6 p. c. for 1899 on preference	211, sales & buyers
Do. Ordinary	20,000	210	210	10 p. c. & bonus of 30 on Ord. account '99	210 1/2s, sellers
Do. do.	20,000	210	210	\$1.05. 5.12 p. c. for year ended 30.6.99	25 5s., buyers
Star Ferry Co., Limited	10,000	\$10	\$10	Int. of 5 p. cent. on account of 1900....	\$18.
Shell Transport & Trading Co., Limited	18,000	2100	2100		\$44.
					\$290, sellers
REFINERIES.					
China Sugar Refining Com- pany, Limited	20,000	\$100	\$100	Int. of 321 per share on a/c 1900	\$112, sellers
Tatsoo Sugar Refining Co., Ltd.	7,000	\$100	\$100	\$3 for 1897	\$30.
MINEING.					
Punjom Mining Co., Ltd.	60,000	\$8	\$8	None	\$1, sellers
Do. Preference	30,000	\$1	\$1	None	\$250, buyers
Société Fran. des Char- bonnages du Tonkin	10,000	Fr. 250	Fr. 250	None	\$14 cents, sellers
Queens Mines, Limited	400,000	25 cts.	25 cts.	None	\$9, buyers
Jelutau Mining and Tra- ding Company, Ltd.	45,000	\$5	\$5	5 p. c. half year end. 31.7.94 (coupon 3)	\$53, sales
Rauk Australian Gold Mining Co., Limited	200,000	21	16 1/2	10 s. 11 s. 3 c. for 1897	\$3.
Oliver's Freehold Mines, Limited	A 15,000 B 45,000	\$5 \$5	\$4 \$4	None	\$2.
Great Eastern and Cal- cutta Mining Co., Ltd.	140,000	\$4	\$3	First year	10 cents
Producers	70,000	\$1	\$1		40 cents

REGISTER, 17th SEPTEMBER, P.M.							
STATION.	Hour.	Barometer not used	Barometer used	Height 32nd, Mehr	Temperature.	Humidity.	Wind. Direction. Force.
Vdivostock	2 p.		30.06	—	—	—	NE 4
Tokyo	"		29.95	—	—	—	SE 4
Kocui	"		29.87	—	—	—	SE 4
Nagasaki	"		29.87	—	—	—	SE 4
Kagoshima	"		29.87	—	—	—	SE 4
Tanokou	1 p.		29.73	—	—	—	S 4
Taichu	"		29.70	—	—	—	S 4
Tainan	"		—	—	—	—	—
Koshan	"		—	—	—	—	—
Pescadores	"		—	—	—	—	—
Gutzlaff	3 p.		29.81	79	83	SE	1
Sharp Peak	"		29.65	81	78	SE	3
Anoy	"		—	—	—	—	—
Swaow	"		—	—	—	—	—
Canton	"		29.72	82	84	S	1
Hongkong	4 p.		29.68	85	84	W	1
Viet in Peak	"		—	—	—	—	—
Gap Rock	"		29.65	—	—	NNW	4
Macao	"		29.61	88	—	N	1
Hatphong	2 p.		—	—	—	—	—
Manila	3 p.		29.70	84	77	W	2
Malate	"		—	—	—	—	—
Baclof	"		—	—	—	W	2
Hoilo	"		29.77	85	—	W	3
Cebu	"		29.70	88	—	SW	2
C. S. James	"		—	—	—	W	4
18th SEPTEMBER, A.M.							
Vdivostock	7 a.		—	—	—	—	—
Tokyo	10 a.		—	—	—	—	—
Kocui	"		—	—	—	—	—
Nagasaki	"		—	—	—	—	—
Kagoshima	"		—	—	—	—	—
Tanokou	5 a.		29.75	—	—	—	0
Taichu	"		29.73	—	—	—	0
Tainan	"		—	—	—	—	—
Koshan	"		—	—	—	—	—
Pescadores	"		—	—	—	—	—
Gutzlaff	8 a.		29.73	78	80	—	0
Sharp Peak	"		29.70	80	82	SW	1
Anoy	"		—	—	—	—	—
Swaow	"		—	—	—	—	—
Canton	"		29.85	82	71	N	1
Hongkong	10 a.		29.79	83	81	N	1
Viet in Peak	"		—	—	—	—	—
Gap Rock	"		29.79	—	—	NNW	4
Macao	"		29.80	80	—	NNW	4
Hatphong	7 a.		29.84	80	78	S	1
Manila	10 a.		—	—	—	—	—
Malate	9 a.		—	—	—	—	—
Baclof	"		29.85	84	—	S	2
Hoilo	"		29.80	86	—	W	2
Cebu	"		29.80	90	—	SW	2
C. S. James	7 a.		—	—	—	W	—

Hosokawa Hotel.	
Mr. J. H. Aitken	Mr. & Mrs. E. S. Joseph.
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Mr. W. S. Bailey	Major H. S. King
Mr. & Mrs. O. D. Bell	Mr. Watson, Army
Mr. F. G. A. Berniger	Mrs. B. Stanley Lumberton
Mr. A. Bevan	Mr. M. Leman
H.H. The Maharajah of	Mr. and Mrs. de Bertram
Bikanur and suite	and child.
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Mr. Back	Mr. A. K. Lewis
Capt. Boone	Major M. P. Littlejohn
Mr. E. Bonner	Mr. & Mrs. W. M. Long
Dr. Bowers	Mr. J. Macfarlane
Miss F. Brand	Col. L. M. Moseley
Capt. Bruce	Mrs. E. E. Mullen
Mr. & Mrs. Butler	Mr. J. J. O'Neil
Dr. F. M. Butler	Mr. W. J. Newland
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Mr. C. Crane	Capt. S. G. Orr
Capt. B. de S. Croix	Mr. W. Parize
Mr. P. C. Demerco	Lieut. Col. Tracy
Mr. U. M. Desombre	Mr. W. H. Purcell
Mr. W. Clemons Drew	Mr. S. J. Roberts
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Adjut.-Com. Ducroir	Mr. D. A. Smith
Mr. W. S. Duff	Mr. G. K. Stevens
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Mr. E. F. Fehlander	Mr. & Mrs. Taylor
C. C. Fittick, Jr.	Mr. & Mrs. D. G. Taylor
Mr. H. G. G. Fisher	Mr. Ross Thompson
Mr. W. R. Gillingham	Mr. Thompson & two
Lieut. Com. Florida	children
Mr. T. G. Frieland	Mr. K. Touzalin
Mr. L. A. Geuge	Mr. F. W. Valle
Mr. C. Glover	Mrs. E. W. Watta
Capt. Goddard	Mr. W. J. G. Wainley
Mr. F. S. Gray	Mrs. White
Mr. E. H. Hapgoodwhite	Mr. B. Wilcox
Mr. & Mrs. D. Hawkins	Lieut. and Mrs. Bagnall
Mr. P. Holden	Wald
Mr. Thos. Howard	Dr. C. Warfield
Mrs. E. Douglas Hume	Mr. A. Wright
Mr. W. Jackson	Mr. U. W. Ziegler
Mr. Jackson & infant	
Mr. R. Jebb	
Piaz Hotel.	
Mr. Andrew Beattie	Mr. J. Hays
Mr. C. T. Bolt	Mr. Ed. E. Hill
Mr. J. W. C. Bonnar	Mr. H. O. Jentles
Mr. H. F. B. Brayne	Mr. J. E. Lee
Mr. A. Bryson	Mr. C. Gordon Mackie
Mr. D. E. Brown	Mrs. M. Martin
Colonel F. Brown	Mrs. M. M. McCarthy
Mr. A. E. Canine	Mr. C. Child
Dr. Corcoran	Mr. B. Mittenall
Mr. G. H. Daman	Major & Mrs. Morris
Mr. A. Drisc	Mr. Stuart G. Newall
Mr. J. S. Ezekieli	Mr. H. E. Oakley
Capt. Farquhar	Mrs. Oakley
Colonel A. E. Fraser	Mr. J. Oppenheim
Mr. and Mrs. J. Kennedy	Major Hugh W. Perry
	Mr. and Mrs. Brooke Pigot
	and child.

The N. P. steamer *Victoria* sailed from
the ... and Hongkong on the 11th

The N. P. steamer *Memmouthshire* sails from Portland for Japan and Hongkong on the 14th inst.

The N. P. steamer *Goodwin* sailed from Tacoma for Japan and Hongkong on the 16

inst.

1944-1945

PASSED THE CANAL.
 OUTWARD.—1st July.—Morres, 3rd August.
 Olvingo, 7th August.—Cantourber, Hesie
 ho, 14th August.—Candin, Charles Royle
 Muck, Neuntung, Rhein, Sardinia, 17
 August.—Adria, Polygesien, Phoenicia, 17
 August.—Derbighshire, Americ, Dunder
 Nord, 24th August.—Bombay, Caledonia
 Idomenes, Alexandre III., Cymbeline 25
 August.—Gleutcher, Pyrosus, Kor
 Adlato, Clusio, 26th August.—La Champag
 31st August.—Hakata, Mara, Saru
 Drungauß, Maria, Obi, Uruguay, 4th Se
 —Mutihi Tereva, 7th September.—Witt
 berg, Curantheische, Afghanistan, La
 Agnoscation, Tenby, 11th September.
 Oldenbury, Yangtze, Soedra, Sydney, Dan
 stadt, Trieste, Athesia, Jeannara, Pulai
 Finest Simons, 14th September.—An
 Tagin, Aca Mara, Indrapura, Hansa,
 mound, Behic, Corvita, Diana.
 HOMEWARD.—14th August.—Masquon, 2
 August.—Cintola, 4th September.—Ko
 Albert, Slesia, 11th September.—Ann
 Acara, Calcha, Wakusa Mara, 1
 September.—Tuntulak, Moyague.

PASSENGERS.
 ARRIVED.
 Per Sachsen, from Bremerhaven, for Ho
 kong, Field Marshall Count von Walden
 General von Gayl, Count York von War
 burg, Lieut.-Col. von Dolm, Col. Engen
 cheff, Major von Marschall, Major Albre
 Capt. Wilburg, Lieut.-Col. von Frankau
 Major von Gaidt, Major von Zie
 von Cates, von Einzel and von der Gro
 von Richter, Capt. Löffler, Lieut.-Col. W
 Capt. Schlämer and Krickewitz, Capt. R
 a. Hilbr von Rogister, Count zu Eulenberg
 Lons, Major Freyer, Mr. Rocholl, Capt. W
 and Zyrzko, Lieut.-Col. du Chausant, C
 Siska, Major Baugé, Count Naumann, L

a. D. Rauch, Lieuts. von dem Borne, P.
und Wallmann, Capt. von Wintzinger

A. D. Hertz, Lieut., von dem Borne, P. und William, Count von Wintzing, Lieut., zur Nothden, Commissarij Officer i tacker, Lieut., Col. Powell, Capt. Frh. von K Count von Königsauwerk, Lieut., Col. Genet. S tudent Riemann, Superintendent Ass. Lucke, Dr. Hildebrandt, Dr. Müller, Payma Schlotter, Roszart Raketto, Secretaries and Seltzer, Messrs. Lehmbruch and Neun t el. Grierson, Miss Flora Macgraw, M. Thoning, Führlander und Ziegler.

Per Thales, from Swatow, Rev. J. Fr. Acquire, Rev. T. Aciselo Liano and M.

Arthur.
Per *Yuzata Maru*, from Melbourne, for F

Arthur,
Per *Tuvalu Maru*, from Melbourne, for Hongkong, Bishop Courtney, Archdeacon Kaul, Mrs. Lambton, Mr. L. Jebb, Mr. and Campbell Mr. D. H. Cameron, Mrs. E. Gargollo, Misses Gargollo, Messrs. Robert, Mr. V. Reyes, R. Reyes, J. Reyes and J. C. Reyes, Messrs. Wright, H. Pous, G. L. Mr. and Master G. Williams, Messrs. J. Kelley and A. L. Reyes; for Yokohama, I and Mrs. Awdry, Comtesse de Hamel de Mr. A. Clark, Mr. and Mrs. F. Wright, J. Spearling, Dr. and Mrs. Margery, M. White, Capt. J. W. James, Mr. A. C. Mr. and Miss Hunter, Miss E. Garside, Mr. Mrs. Clark, Mr. and Miss H. Butler, Mr. Miss Beltrum du Lio, Mr. Bernard Cogan, Alfred Hausbrauck, U.S.A., Mr. Henly Mr. and Mrs. Chicken.

DEPARTED.

Per *City of Peking*, for Shanghai, Messrs. W. Franks, G. Williams and Master Williams; for Nagasaki, Mrs. E. Robins Yokohama, Mr. and Mrs. J. F. Reece, Mary Reece and Mr. E. Robinson; for Hong Mr. Edward Osborn; for San Francisco, Com. Chas. E. Fox, U.S.N.

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ENGLAND.
Hongkong, 23th August, 1900. [229]

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GENERAL STOREKEEPERS,
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Hongkong, 25th July, 1900. [207]

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H. F. CARMICHAEL,
B. J. BARLOW.
Hongkong, 1st June, 1899. [163]

AGENCIES —

AGENCIES:—
 Miike Coal Mines,
 Kanada Coal Mines,
 Hakoku Coal Mines,
 Yoshinokuni Coal Mines,
 Onoura Coal Mines,
 No. 1, Ohtauji Coal Mines,
 Ichinura Coal Mines,
 Kishima Coal Mines,
 Yoshio Coal Mines,
 Yamano Coal Mines,
 Manoura Coal Mines,
 The Osaka Shosen Kaisha, Limited,
 Tokio Marine Insurance Co., Limited,
 Meiji Fire Insurance Co., Limited,
 Kanegafuchi Cotton Spinning Mills,
 Shanghai Cotton Spinning Mills,
 Tokio Cotton Shipping Mills,
 Miike Cotton Spinning Mills,
 Onoda Cement Company,
 Imperial Government Paper Mills,
MITSUI BUSSAN KAISHA
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